

FEDERAL BUREAU OF INVESTIGATION

Precedence: PRIORITY

Date: 10/17/2000

To: St. Louis

From: St. Louis

Contact: SA [REDACTED]

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 149A-SL-NEW (Pending)

Title: CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
MEL CARNAHAN - VICTIM;
RANDY CARNAHAN - VICTIM;
CHRIS - SIFFORD - VICTIM;
10/16/2000;
DESTRUCTION OF AIRCRAFT

149A-SL-176046
194-SL-173617-1415, 30, 59
194-SL-173615-50E
194-SL-176762

[Handwritten signature]

Synopsis: Initiate investigation.

Details: On October 16, 2000 a small aircraft crashed in Jefferson County, Missouri. The passengers of this plane was presumed to be Missouri Governor Mel Carnahan, his son and campaign aid.

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291das01.ec

URGENT TO AGENT

BY 21

10-17-00

#6
CPI: None

149A-SL-186162-1
[Handwritten signature]

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To: Director, FBI
(Attn: Photographic Processing Unit, Rm. 1B903 TL151)

AIRTEL

From: St. Louis (149A-SL-186162)

Cost Code: 3730

Date: 10/17/2000

Subject: CRASH OF MISSOURI GOVERNOR
MEL CARRAHAN'S AIRCRAFT;
MEL CARRAHAN - VICTIM;
RANDY HARRAHAN - VICTIM;
CHRIS GIFFORD - VICTIM;
10/16/2000

☒ Unclassified ☐ Confidential ☐ Secret

ENCLOSURES: DESTRUCTION OF AIRCRAFTS

	Size	Type	Quantity
Film	120	color	1 roll
Negatives			
Prints			
Other (specify)			

(color and black & white work will not be
accepted on same request)

CONTACT FOR INFORMATION:

Photographer
FTS-

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WORK REQUESTED:

☐ Develop and print 1 ea. 3½ x 5

Other:

FBING is requested to develop and print 2 each 20" x 24" and
4 each 8" x 10" and return by CIB Thursday, 10/19/2000

JUSTIFICATION:

Ongoing investigation.

PHOTO TECHNICIAN (Intr.)

W
149A-SL-186162-2

ORIGINAL FORWARDED TO FBIHQ
ON 10/18/2000 WITH COPIES TO

SUBSTANTIVE FILE, 80-SL-7184846

+ weekly report

-YH

149A-SL-186162-3

(Mount Clipping in Space Below)

Workers comb through hilly site in Jefferson County for clues to what caused fatal crash

Investigation may take months, U.S. official says

BY TIM O'NEIL
AND DONALD E. FRANKLIN
Of the Post-Dispatch

Recovery workers slowly picked through a rocky, slippery hillside Tuesday to gather far-flung pieces of a private plane that crashed during a rainstorm, killing Missouri Gov. Mel Carnahan, one of his sons and a campaign adviser.

The twin-engine Cessna plunged into a thick woods in Jefferson County about seven miles north of Hillsboro shortly after 7:30 p.m. Monday. Neighbors reported hearing a diving plane and an explosion, and seeing a fireball.

Carnahan, 66, was finishing his second term as Missouri's 51st governor and was engaged in a tense, expensive and close race for the U.S. Senate against Sen. John Ashcroft, R-Mo. Carnahan was the Democratic nominee.

Killed along with him were his oldest son, Roger A. "Randy" Carnahan, 44, who was the pilot, and Chris Sifford, 37, a senior campaign adviser who previously had been the governor's press secretary. The three took off from St.

Louis Downtown-Parks Airport in Cahokia for a 150-mile flight to a political rally in New Madrid, Mo.

But about seven minutes before the crash, Sifford left a cell-phone message with a party official saying they were diverting to Jefferson City because of bad weather.

Carol Carmody, one of five board members of the National Transportation Safety Board, flew from Washington to supervise the investigation. As is board tradition, she ventured no theories on the cause of the crash while holding a briefing for the media Tuesday in the Goldman Fire Protection District station, about two miles south of the site.

The search is to resume at day-break today. Carmody said it is complicated by the rugged terrain and extent of destruction of the twin-engine, piston-powered airplane.

"The pieces are small, some as small as this," Carmody said, holding up a hand. "It is strewn among the trees. The location is quite slippery and steep."

Firefighters, state troopers, sheriff's deputies and FBI agents joined with Carmody's investigators in searching for crash debris, which was taken to the National Guard Armory in Festus, eight miles to the southeast.

The work will take months. "Almost always, we come up with a

probable cause for crashes," she said.

Carmody said they will take human remains to the St. Louis County Medical Examiner's office in Berkeley for scientific examination. Dr. Mary Case is medical examiner for St. Louis and Jefferson counties.

Randy Carnahan filed an instrument flight plan with the Federal Aviation Administration before he took off about 7 p.m. Monday from Cahokia. Doing so provided his aircraft with an identity on air-traffic control radar, which lost its signal from Carnahan's plane at 7:32 p.m. Monday, a federal spokeswoman said.

The plane was flying at 6,500 feet when the pilot radioed that he was having a "gyro problem." The gyroscope is the dashboard instrument that provides a pilot with a sense of "horizon" — whether the airplane is level, banking, ascending or descending.

The weather made flying more complicated, but offered nothing that the Cessna or Randy Carnahan's pilot qualifications normally couldn't handle, she said. There was steady rain with low clouds over Jefferson County at the time, and the cloud cover probably rose to about twice the aircraft's altitude, according to the National Weather Service.

Joe Petigo, a meteorologist at the

(Indicate page, name of newspaper, city and state.)

P A 21, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final. *****

Title:

Character:

or

Classification:

Submitting Office: St. Louis

Indexing:

bureau's station in Weldon Spring, also said lightning sensors detected no strikes in that area Monday night, and other gauges put the altitude of freezing temperatures — and the danger of icing — well above where the plane was flying.

"The chances are that he was in the clouds," Petigo said.

Missy Shelton, a reporter with KSMU Radio in Springfield, Mo., said Tuesday that she had tried

without success to accompany Carnahan on the flight to New Madrid as part of a story she was doing about him. Shelton said Sifford told her Monday afternoon they probably wouldn't go anyway because of the day's steady rain.

Roy Temple, director of the Democratic Party State Committee, said Sifford told him about 5 p.m. Monday that the weather had improved enough for the flight.

Temple, who had driven to New Madrid, said he received a message on his cell phone at 7:25 p.m. from Sifford saying they were re-routing to Jefferson City.

"It was Chris saying they weren't going to land in New Madrid because of weather," Temple said Tuesday. "I tried to call him back on the cell and didn't get him."

- 1 -

FEDERAL BUREAU OF INVESTIGATION

10/18/2000

Date of transcription

On October 17, 2000, Federal Bureau of Investigation (FBI) Special Agents (SA's) [redacted] Jefferson County Sheriff's Department [redacted] contacted [redacted] white female, date of birth [redacted] social security account [redacted] of [redacted]

b6
b7C

[redacted] telephone number [redacted] [redacted] was contacted at her residence in reference to her phone call to 911 to report a plane crash. After being advised of the identities of the interviewing Agents and the nature of the interview, she provided the following information:

On the evening of October 16, 2000 at approximately 7:30 p.m., [redacted] was sitting in the family room eating dinner and watching the St. Louis Cardinal's baseball game on television. At approximately 7:45 p.m., she heard a whining sound of an airplane nosing toward the ground. She went to the storm door and looked out the window to the east. The sky was brightly lit and the plane could still be heard traveling through the air. The plane sounded like it was traveling from the north to the south. [redacted] never sighted the plane. There was a steady rain falling in the area.

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b7C

The plane traveled through the air a few seconds then she heard a load explosion and felt the blast shake the house. She saw the explosion from her back porch. [redacted] called 911 and gave them the location of the area she thought the plane went down. [redacted] drove up the road to the area around the crash site and saw that emergency vehicles had already arrived at the scene. She returned home and stayed out the actual area of the crash site.

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UPLOADED TO ACS/EDF:

BY SL W 10-20-00

149A-SL-186162-4

Investigation on 10/17/2000 at Hillsboro, Missouri

File # 149A-SL-186162

Date dictated 10/18/2000

b6
b7C

by

SA [redacted]
SA [redacted]

JAP

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/18/00

On October 17, 2000, Federal Bureau of Investigation (FBI) Special Agents (SA's) [redacted] and Jefferson County Sheriff's Department [redacted] contacted [redacted] at his place of employment, [redacted]. After being made aware of the identities of the interviewing Agents and the nature of the interview [redacted] provided the following:

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PNU

[redacted] advised he lives at [redacted]. His home telephone is [redacted]. [redacted] indicated that during the evening of October 16, 2000, he was in his garage working on his truck. At approximately 7:45 p.m. he heard the sound of an airplane. [redacted] said the airplane was very close and may have actually flown over his house. [redacted] recalled hearing the engine noise for about three seconds. He described the sound of the engine as the same sound airplanes make in old war movies. He then felt an impact and explosion which caused his entire house to tremble. [redacted] deduced the airplane had crashed in the woods nearby. [redacted] attempted to find the crash site on foot but could not get far because of darkness. [redacted] then drove in his truck looking for the crash site. [redacted] stated by the time he got near the crash site he observed fire trucks already at the scene. Seeing that the situation was being attended to by emergency personnel [redacted] left the area and returned home. [redacted] did not ever see the airplane wreckage or actual crash site.

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WRITTEN TO AGENT

BY SL

10-20-00

149A-SL-186162-5

Investigation on 10/17/00 at Jefferson County, Mo.File # 149A-SL-186162Date dictated 10/18/00b6
b7C

by [redacted]

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/20/2000

[redacted] born [redacted] Social Security Number (SSN) [redacted] of [redacted] [redacted] telephone number [redacted] was interviewed at his place of residence regarding a plane crash he reported on 10/16/2000. Present for the interview were Special Agents [redacted] [redacted] Federal Bureau of Investigation, and Jefferson County Sheriff's Deputies [redacted] and [redacted]. After being advised of the identity of the interviewing agents and deputies, [redacted] provided the following information:

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At approximately 7:30 pm on 10/16/2000, [redacted] was at home when he heard an airplane flying low nearby. The weather outside was rainy with low clouds. The aircraft's engine sounded to be operating at a low to moderate power level at first then it revved to a high pitch. Shortly after this a loud explosion was heard which shook [redacted] home. The aircraft sounded as if it were heading north or northeast as it passed.

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[redacted] born [redacted] SSN [redacted] of [redacted] telephone number [redacted] [redacted] who is the wife of [redacted] was also present during the interview. She was at home with her husband on the evening of 10/16/2000, and agreed with him about the events of that evening.

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After they heard the explosion both [redacted] drove, and later walked, around the area near their home looking for the source of the explosion, but found nothing.

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b7C

UNCLASSIFIED TO 100-100

BY SA

10-23-00

149A-SL-186162-6

Investigation on 10/17/2000 at Hillsboro, MOFile # 149A-SL-186162

Date dictated _____

by SA [redacted]

SA [redacted]

b6
b7C

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 10/20/2000

[redacted] born [redacted] Social Security Number [redacted] (SSN) [redacted] of [redacted] telephone number [redacted] was interviewed at his place of residence regarding a plane crash he reported on 10/16/2000. Present for the interview were Special Agents [redacted] and [redacted] [redacted] Federal Bureau of Investigation, and Jefferson County Sheriff's [redacted] After being advised of the identity of the interviewing agents and deputies, [redacted] provided the following information:

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At approximately 7:15 pm on 10/16/2000, [redacted] was at home when he heard an airplane flying low nearby. He turned down the volume on the television he was watching to hear the airplane better. The aircraft's engine was heard to alternate between sputtering and running normal. The sound of the aircraft faded as it moved off to the west. It was said to be heard for about 45 seconds. Weather conditions were described as "bad" and "rainy".

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[redacted] born [redacted] SSN [redacted] of [redacted] telephone number [redacted] who lives with [redacted] was also present during the interview. She was at home with [redacted] on the evening of 10/16/2000, and agreed with him about the events of that evening. She further stated that she turned off the television to hear the airplane better because it sounded like it was in trouble.

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UNCLASSIFIED TO AGR/ACR

BY SA W 10-23-00149A-SL-186162-7Investigation on 10/17/2000 at Hematite, MOFile # 149A-SL-186162

Date dictated _____

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b7C

by SA [redacted]

SA [redacted]

AM

- 1 -

FEDERAL BUREAU OF INVESTIGATION

10/18/2000

Date of transcription

[redacted], white male, date of birth [redacted]
[redacted] social security account [redacted] of [redacted]
[redacted] telephone number [redacted] was
interviewed at his place of employment. [redacted]

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b7C

[redacted] telephone number [redacted] was interviewed in
reference to his call to 911 to report a plane crash. After
being advised of the identity of the interviewing agent and the
nature of the interview, he provided the following information:

On the evening of October 16, 2000 at approximately
7:45 p.m., [redacted] was standing in his driveway cleaning dust out
of a filter to his vacuum. [redacted] house faces to the south and
he heard the sound of a plane coming from the east. As the sound
grew louder, it appeared the plane was traveling in a northeast
direction.

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[redacted] took notice of the plane because it was cloudy
outside and there had been a steady rain falling. It sounded
like the plane was only 500 feet above ground. [redacted] listened
to the sound of the plane grow louder and then start to grow
softer. He listened to it for 15 to 20 seconds and it sounded
normal.

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b7C

The engine of the plane then revved up really loud as
if the pilot was trying to get power out of the engine. It
sounded real close. The engine was real loud for about 5 to 6
seconds. Then there was a loud explosion and a flash of light
toward a hill approximately 3/4 of a mile southeast of [redacted]
house. The light from the blast faded. [redacted] ran into the
house and called 911 within a minute of the plane going down.

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UPLOADED TO ACS/ECF:

BY SL W 10-23-00

149A-SL-186162-8

Investigation on 10/18/2000 at St. Louis, Missouri

File # 149A-SL-186162

Date dictated 10/18/2000

b6
b7C

by SA [redacted]

AW

(Mount Clipping in Space Below)

AT THE CAPITAL

Mourners lay

(Indicate page, name of newspaper, city and state.)

P A16, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/16/2000
Edition: Final *****

Title: Mourners lay bouquets of flowers at fence around Governor's Mansion
Character:
or
Classification: 149A-K-186162
Submitting Office: St. Louis

ixing:

bouquets of flowers at fence around Governor's Mansion

Flags at state facilities will be lowered to half-staff for a month

By BILL BELL JR.

Post-Dispatch Jefferson City Bureau

JEFFERSON CITY — Steve Simmons was one of the first to arrive.

Pacing on wet sycamore leaves outside the Governor's Mansion on Monday night, Simmons watched and prayed as the news spread.

Simmons, 40, of Jefferson City, said he came as soon as he saw news of the plane crash on television. With candle wax dripping over his clenched fist, Simmons waited for several hours.

"I'm just praying the Lord will send a garrison of angels to protect the governor, and we'll have good news," he said.

The good news didn't come.

Gov. Mel Carnahan, his son Roger "Randy" Carnahan and campaign strategist Chris Sifford were killed in a plane crash Monday night in Jefferson County.

Dawn broke Tuesday morning with gray skies befitting the somber mood in the state capital.

The state Supreme Court canceled oral arguments. Candidates stopped campaigning. Officials ordered flags at state facilities to be flown at half-staff until sunset on Nov. 15. Everywhere, state workers greeted one another with somber faces, hugs and red eyes.

Carnahan's spokesman, Jerry Nachtigal, said that on Tuesday, the governor's staff was to have given him several cards and a mock proclamation for bosses' day. Nachtigal said Carnahan knew all of his staff members by name.

"It didn't matter if it was a Cabinet member or the office courier," he said. "People had a tremendous affection for him."

The proclamation recounted one story that Sifford had told a Carnahan speechwriter. During Carnahan's first term, the governor's car got stuck in snow in Kansas City. Despite Carnahan's heart attack several years before, Nachtigal said, "Who gets out to push but the governor?" Carnahan then got behind the wheel of the car and helped drive the police cruiser out of the drift.

The mood in state offices was somber.

Connie Patterson, a spokeswoman for the Department of Natural Resources, said there was an outpouring of emotion in the department's offices across the street from the Governor's Mansion. "It was a real shock," she said. "A lot of people are still getting used to it."

"Our prayers are with the families."

On the grounds of the residence Tuesday morning, groundskeepers were replacing worn-out mums with yellow and purple pansies.

By 9 a.m., mourners had left 27 bouquets of flowers resting on the wrought iron fence surrounding the Governor's Mansion. One bouquet of pink roses read: "A governor that believed in state employees."

At a flower shop about 100 yards from the house, Karen Westin of Holts Summit, Mo., bought a bouquet of daisies and mums. "I feel like we've had such a great loss," said Westin, fighting tears.

On Monday night, Missouri Highway Patrol officers helped escort Carnahan's children to the Governor's Mansion. Nachtigal said he and Carnahan's chief counsel, Joe Bednar, saw the assembled family a little past mid-

FBI/DOJ

149A-K-186162-9

night. The governor's wife, Jean Carnahan, was shaken, but was still able to take a few phone calls from friends, Nachtigal said.

Dr. Gene Rooney, a retired United Methodist minister, was with the family, Nachtigal said.

Jean Carnahan issued this statement Tuesday morning:

"The sadness that now engulfs our family would be unbearable except for the support of friends and our firm and abiding faith in a

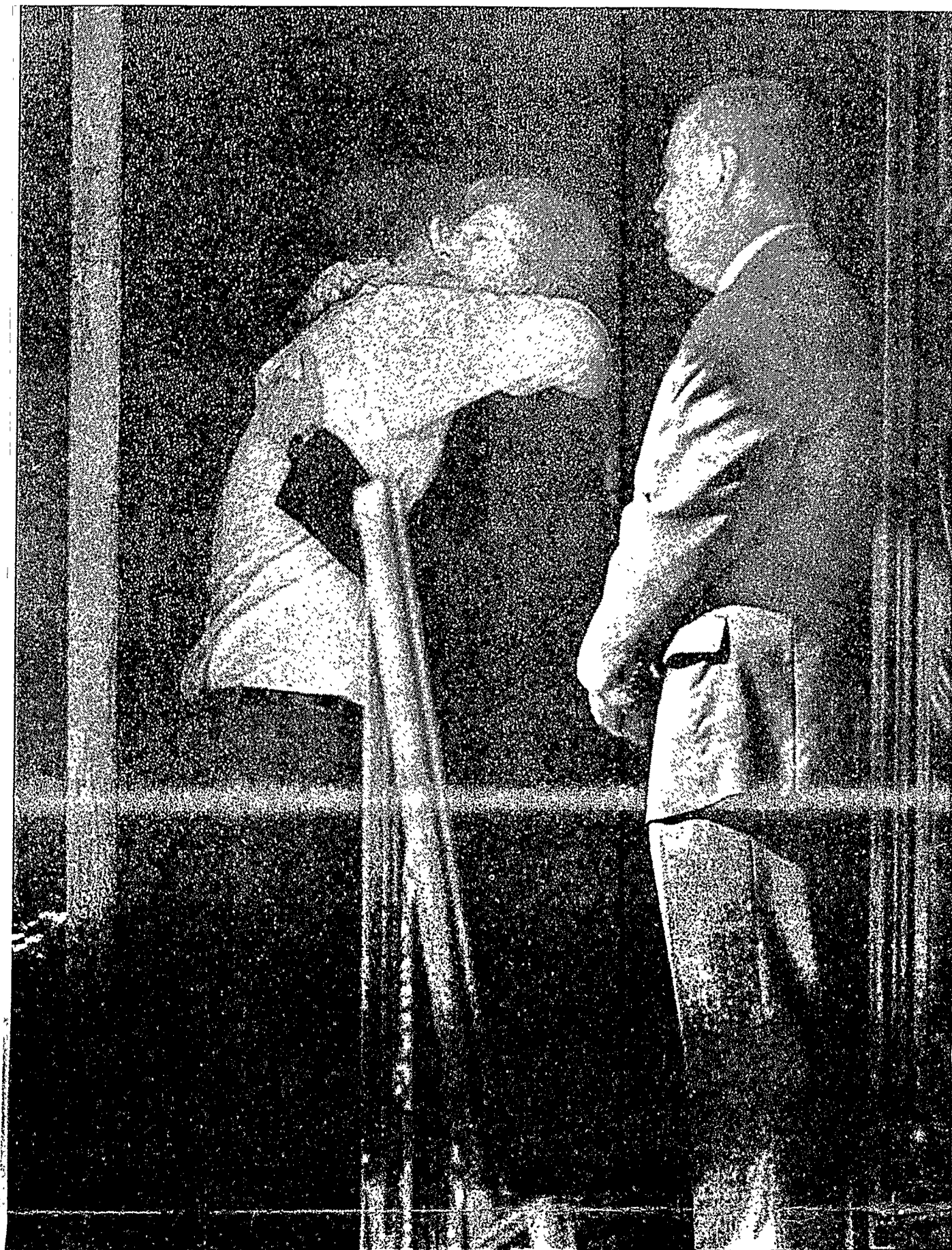
loving God. My husband sincerely believed that government can be honest, good and noble, just as the founders of our nation meant for it to be. He devoted his life to fighting for the principles of justice, freedom and opportunity wherever it was needed."

She said her husband would have wanted Tuesday's presidential debate at Washington University to continue. "We are honored that it is being held in the state that Mel, Randy and Chris loved so much."

Charles McPheeters, 46, a law person City, said he went to th about 2:30 a.m. Tuesday, saying i sleep. He said he had once intro nahan to his mother, who is fror The governor took his time and as ly where she lived.

Said McPheeters: "We lost a go

To contact reporter Bill Bell J.
E-mail: bbell@postnet.com
Phone: 573-635-5178



J.B. FORBES / POST-

Jean Carnahan, the governor's widow, gets a hug from speechwriter Rob Crouse as she receives visitors Tuesday at the Governor's Mansion in Jefferson City. Standing nearby is police officer Jerry Tellman.

(Mount Clipping in Space Below)

Mel Carnahan, the gentleman

When given chance to excite, governor chose the high road

I was disappointed with Mel Carnahan on Sunday night.

The senatorial debate between Carnahan and John Ashcroft had been interesting but not exciting. For all the hype about two political heavyweights who absolutely did not like each other, the debate was remarkably civil.

I blamed Carnahan.

Ashcroft had gone into a nice-guy mode, but I figured that was just smart politics.

Bill McClellan



The Bar and Grill
forum at:
postnet.com/McClellan
bmccllellan@postnet.com

When he's in his more-conservative-than-thou mode, he can scare people. In a close election, you can't afford to scare anybody. So, Ashcroft was the very image of good cheer and respect.

That meant the burden was on Carnahan. If there was going to be a fight, he'd have to start it. He didn't seem so inclined. The men disagreed on almost all the issues, but they did so with little rancor. Then, near the end, the moderator gave Carnahan an opening. What would you like to ask your opponent?

I thought we might get something about the honorary degree from Bob Jones University. Maybe we'd get something about Supreme Court Judge Ronnie White. Surely, we'd get something with a nasty, personal edge.

But we didn't. Instead, Carnahan asked a policy question. How could we afford to do this and that if we had a large tax cut?

Then the same question was posed to Ashcroft. What would he want to ask his opponent?

He would not ask anything, he replied. He had no desire to cross-examine his honorable opponent.

It was a strange stance to take in a campaign noted mostly for its nastiness. The two sides argued for weeks earlier this year about signing a "Framework of Civility," and then traded charges about exactly who needed to be civil. Then came negative commercials. The Wall Street Journal called this the nastiest senatorial campaign in the country. At least part of the blame belonged to Ashcroft, and now he was too much the gentleman to even ask Carnahan a question. That attitude called for a snappy put-down, a reminder of things he had said in the past. The moderator turned to Carnahan. Your response, Governor?

No response, said Carnahan.

That was it. Those of us who view politics as theater were out of luck.

Speaking of politics, what was Carnahan thinking? As the challenger, he had to be considered the underdog, and this was a big chance to shake things up. Yet, he had opted for civility. Not smart, I figured.

This was not the first time I had been surprised by Mel Carnahan. Eight years ago, shortly after he was elected governor, I asked him about a couple of appointments he had made to the St. Louis Police Board. He told me, he had promised the Police Association that they could have a guy on the board. That's because the association had supported him in the primary. He said he had made a similar deal with some local black politicians.

That's the way it's done, of course — I remember when a different governor used to trade judgeships for favors — but I was surprised that Carnahan would be so honest about it.

(Indicate page, name of newspaper, city and state.)

B1, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title: When given chance to excite, Governor chose the high road

Character:

or

Classification: 144A-SL-186162
Submitting Office: St. Louis

Indexing:

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mf

Then again, the really odd thing about Carnahan was that he was a career politician who seemed uncomfortable in the role. He lived a public life but did not talk much about himself. He was not unfriendly, but he was not a backslapper. No one would call him a charmer. People who knew him well say he had a fine sense of humor, but he was not one to look for a quick laugh. He was a dignified man in an undignified profession.

That debate Sunday turned out to be his last televised appearance, the final statewide forum of his long career.

As I watched it, I thought he needed to be more aggressive. I thought he was being too dignified, too civil, too much the gentleman.

But now I realize he struck just the right notes.

FBI/DOJ

144A-SL-186162-10

(Mount Clipping in Space Below)

I will vote for Mel Carnahan for U.S. Senate

BY PAULA M. GIANINO

BECAUSE our state and our country needed him. Because he was a true, kind, courageous and dedicated public servant. Because he committed his entire public life to making our lives better. Because he believed in the goodness of people. Because he was one extraordinarily brilliant bright light leading Missouri. Because he exemplified the very best in Missouri and American politics. Because he was a man of his word and a man of integrity.

I will vote for Mel Carnahan because I still want him to be our next senator from the great state of Missouri. I want his vision, his hope, his promise and his legacy to be remembered and to go on.

Gov. Carnahan cared deeply about the women, men and families of this state. I have never before met a politician who knew and remembered so many individual's names and those of their family members. He listened with his full attention. He was genuine.

I will vote for Mel Carnahan because

he believed that government could and must empower all people. He was a champion for working families, for education reform, for improving the health and lives of all Missourians.

I will vote for Mel Carnahan because he supported women. He stood up for women, for women's rights. He never strayed from his principled belief that women must control their own lives, especially the most private and profound aspects of our lives. He tirelessly and year after year defended these principles in a most hostile and unfriendly political environment

in Jefferson City. And he expanded women's, especially poor women's, access to primary and preventive health care throughout the state.

I will vote for Mel Carnahan for U.S. Senate because by casting my vote I honor and thank him for his faith and trust, and for defending my freedom.

I am heartbroken. I am shaken by this great and tragic loss, and by the deaths of his and Mrs. Carnahan's son, Randy, and the governor's friend and adviser, Chris Sifford.

I send my prayers to his beloved family, friends and colleagues. And to the people of Missouri.

Paula M. Gianino is president and chief executive of Planned Parenthood of the St. Louis Region Advocates.

(Indicate page, name of newspaper, city and state.)

37, St. Louis Post
Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title: *I will vote for Mel Carnahan
for U.S. Senate*

Character:

or

Classification: *149A-SL-186/62*

Submitting Office: St. Louis

Indexing:

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FBI/DOJ

149A-SL-186/62-11

(Mount Clipping in Space Below)

A quiet style often masked effective leadership

The governor wasn't
telegenic, just productive

By TERRY GANEY
Jefferson City Bureau Chief

JEFFERSON CITY Mel Carnahan vaulted to the governor's office partly because of a scandal that enveloped his opponent during the 1992 general election.

So it seems appropriate that if he leaves behind any legacy for the five million Missourians who mourn his death, it's that he truly believed public service could be a high calling.

"He believed government could be made better if good and honorable people participated," said Roy Temple, who served Carnahan in political and government offices for the last 10 years.

Carnahan, a Democrat, claimed the state's highest office eight years ago after the gubernatorial campaign of Republican Attorney General William Webster foundered on the rocks of the Second Injury Fund scandal. An unknown commodity to many, Carnahan did not spark enthusiasm.

See Legacy, A19

Legacy

Quiet style hid
determined leadership

Continued from A1

"From a distance, he might have looked like just another politician," said Marc Farinella, who was Carnahan's campaign manager in his Senate race and served as his chief of staff when he was first elected governor. "I tell you the people who knew him and worked with him and shared parts of their life with him they came to recognize we are dealing with a very special person."

At first, some thought Carnahan's speeches were boring. Others found his sound bites weak. But Carnahan's governorship turned out to be anything but boring. Often he boldly — some would say recklessly — wagered political capital for issues he believed in. For example:

- He muscled a \$315 million tax increase through the Legislature to fund the "Outstanding Schools Act" in 1993.

- He generated the wrath of the insurance lobby in 1994 by pushing passage — unsuccessfully — of an overhaul in health care coverage.

- He committed what many thought to be political suicide when he commuted the death sentence of a killer at the request of Pope John Paul II during a visit to St. Louis last year.

- He took on the vocal and active gun lobby to defeat a concealed weapons measure in a statewide election last year.

"He survived without being telegenic," said Auditor Claire McCaskill. "He survived taking controversial issues and wrestling them to the ground. This was a man who didn't hesitate to go toe-to-toe with very powerful special interests."

The fact that he was a Democratic governor with a Democratic Legislature contributed to his success. But other components of Carnahan's character helped make his governorship productive.

(Indicate page, name of newspaper, city and state.)

P A1/A19 St. Louis Post
Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title:

A quiet style often masked
effective leadership

Character:

or

Classification:

Submitting Office:

St. Louis

Indexing:

He was not afraid to lose. Unlike the governors who had preceded him in the 20 years before he took office, Carnahan had deep experience in the legislative process. He approached everyone he encountered with genuine respect and humility. And he didn't seem to be in office to help himself.

Sifford's comments

To Mel Carnahan, elected office was not the be-all and end-all of a happy life.

His campaign adviser, Chris Sifford, who died with Carnahan and his son Roger "Randy" Carnahan in a plane crash Monday night, said as much in an interview Oct. 5 when Sifford briefed a reporter on Carnahan's record.

Sifford said that although Carnahan was running very hard to

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unseat Sen. John Ashcroft, R-Mo., he would be happy to return to Rolla to practice law as he would be to go to Washington to craft laws.

That's because Carnahan knew life went on — and went on well — after an election defeat. In a political career that spanned more than 40 years, he had lost races for a municipal judgeship, a state Senate seat and a primary for governor.

Every time, he went back to Rolla, practiced law, raised children with his wife, Jean, worked with the local school board and, according to Temple, "lived a glorious life."

In a sense, Carnahan was following in the footsteps of his father, A.S.J. Carnahan, who won and lost congressional races in the 1940s. Mel Carnahan aspired to live up to the legacy of his father, for whom he had extraordinary respect.

According to Temple, Carnahan's father sometimes lost votes and elections because he did things that were unpopular but things that he believed were right.

"Mel had a model," Temple said. "Serve in public life and if you could get re-elected, that was a happy event and if you got beat, there was a happy life after that. I heard him (Gov. Carnahan) say many times, 'Do the right thing and the politics will sort themselves out later.'"

Sen. Wayne Goode, D-Nor-mandy, first served in the Legislature with Carnahan about 37 years ago.

"He would make reference to things his father had cared about and the way he grew up," Goode said. "Mel was a person who really cared about people. That didn't come out to everyone because basically he's a quiet person, a private type."

The man of the House

To some of the younger lawmakers in the Missouri Legislature, whose membership has been churned by term limits, Carnahan was their father figure. His experience reached back to

1963 — before some of them were born. First elected in 1962, he became House majority leader one term later.

State Sen. John Schneider, D-Florissant, said you'd have to go back to the administration of Democrat Warren Hearnes (1965-1973) to find a governor as skilled at working with the Legislature.

It paid off, Schneider said, when Carnahan revised the state's tax code while helping schools in 1993.

"We wouldn't have gotten it done but for the fact that we had a governor who knew how to get it done," Schneider said. "He was an absolute tiger with regard to his beliefs, and he knew intimately how to manipulate and maneuver the Legislature. That is something that strong governors have known how to do. He certainly was one of them."

Sifford, who had been Carnahan's spokesman and then chief of staff, had a briefing book to show a reporter who had inquired into Carnahan's record. Sifford talked about tax cuts, Medicaid insurance coverage for children, disappointments over failed highway funding and Carnahan's record on family planning and abortion.

"There was no state family planning money for poor women until the governor came in," Sifford said. "We included general revenue money to provide family planning services to women."

He talked about how "Governing Magazine" had rated Missouri as a highly-efficient state and how the state retained its triple-A bond rating.

"Our fiscal house is in order and we are very proud of that," Sifford said.

He summed things up this way: "We got done most of what we wanted to do. He's proud of his record of managing the state. We have been good stewards."

Then, Sifford told a telling anecdote about what kind of a man Mel Carnahan was to work for. The story went to how Carnahan treated his staff during the stress and fatigue of his grueling campaign against Ashcroft.

Every morning before the sun was up, Carnahan would board a plane to fly from Jefferson City to some location in Missouri for a day of personal appearances and speeches. He wouldn't return until sometimes 9 or 10 p.m.. Sifford was usually with him.

Sifford said that Carnahan had called him a few days before and had said he thought Sifford had been working too hard. The governor suggested that Sifford, 37, take a few days rest from the daily grind. Carnahan, 66, would continue on the campaign trail, accompanied by another staff member.

"That's the kind of person he is," Sifford had said. "He's always thinking of someone else." Carnahan often surprised people with his down-to-earth touch.

George Hall, who handles overnight check-ins at the Seven Gables Inn in Clayton, was at work early one morning about three weeks ago when Carnahan rounded a corner in the lobby and stuck out his hand.

The governor, who was wearing jogging shorts, introduced himself. Carnahan then sat down and the two men chatted for about five minutes.

"He just wondered if I had any ideas, anything he could do to improve anything in the state or what my opinion was," Hall said. "I just told him I wished him

• "Governor Carnahan was a great man, a respected man.

He did so many things for so many people." — Acting Gov. Roger E. Wilson

good luck in his candidacy, that I hoped that he won. Him being so personable and very approachable and asking my ideas just really was very surprising."

Hall said Carnahan was alone, though a member of his staff or security detail later came into the lobby and waited for the governor while he jogged.

Carnahan often seemed reserved, shy, reluctant to toot his own horn. People who worked with him said he was genuinely humble. In Rolla, he shopped for his own groceries, got his hair cut at the local barbershop and washed the dishes at home.

Farinella summed up Mel Carnahan this way: "I've been in this business for 20 years and I've worked for all sorts of people, some of whom when the election was over, I was ashamed of. One of the reasons why I stayed on in 1992 to work in the administration, and the reason why I came back from my home in Florida to be away from my family for a year to do this race, was because I was proud to be associated with this guy."

"He was in government and politics for the right reasons. There are just very few people like that today who hold office."

Virginia Young of the Post-Dispatch staff provided information for this report.



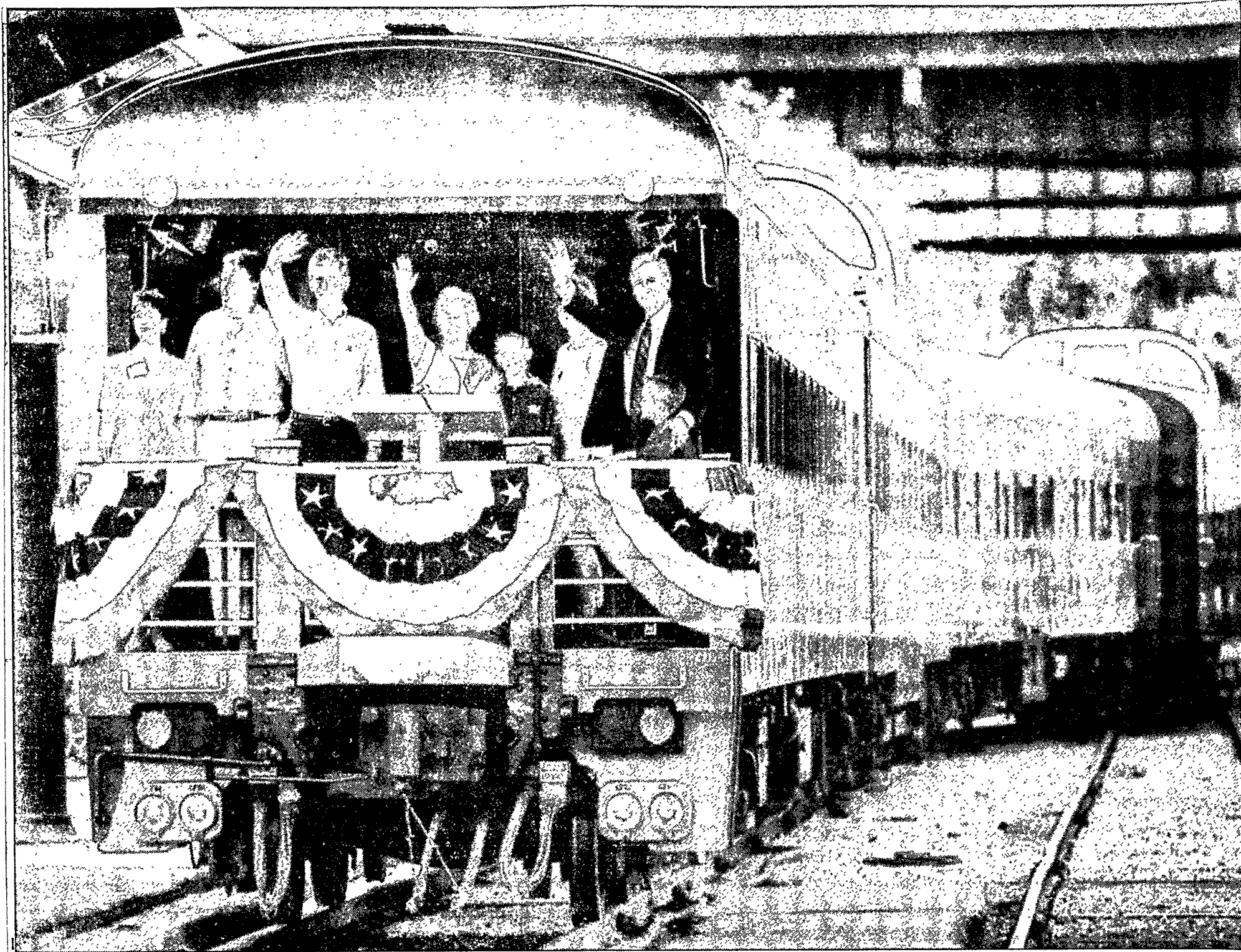
ODELL MITCHELL JR. / POST-DISPATCH

In an unsuccessful campaign for governor in 1984, Carnahan (right) and aide Mark Buxton campaigned by walking across Missouri.



J.B. FORBES / POST-DISPATCH

Mel Carnahan and his wife, Jean, greet Pope John Paul II before the pope's departure from St. Louis on Jan. 27, 1999. Vice President Al Gore looks on at left.



ANDREW CUTRARO / POST-DISPATCH

Mel Carnahan (right) waves to supporters in July after a rally at Union Station in St. Louis as he departs on a four-day rail tour to kick off his campaign for the U.S. Senate.

(Mount Clipping in Space Below)

THE ADVISER



POST-DISPATCH FILE PHOTO

Chris Sifford, 37, was a senior adviser to the governor and came from a family steeped in Democratic politics.

Sifford was marked by humor and honesty, friends and family say

Former radio reporter was one of Carnahan's most trusted aides

"... (Sifford) was a perfect traveling companion for the governor. He could not only help him distill his message but also he got the governor emotionally ready for his public appearances. He relaxed the boss."

- Missouri Supreme Court Judge Mike Wolff, a former legal counsel to Carnahan

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By VIRGINIA YOUNG

Post-Dispatch Jefferson City Bureau

JEFFERSON CITY — Straightforwardness and humor were the main tools Chris Sifford used as press secretary and top strategist for his boss, Gov. Mel Carnahan.

"He called you back almost immediately, even if he knew you were calling about something that wasn't going to be pleasant," said Sifford's lifelong friend, Roy Temple, executive director of the Missouri Democratic Party. "And he never misled people."

Sifford, 37, died Monday night when Carnahan's campaign plane crashed in Jefferson County en route to a political rally in the Bootheel.

A visitation for Sifford will be at 2 p.m. Saturday at his family's funeral home, the Morgan Sifford Funeral Home, in his hometown of Puxico in southeastern Missouri. The funeral is set for 2 p.m. Sunday at Puxico High School, said his cousin, Kristi Grobe.

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A former radio reporter and newspaper editor, Sifford rose to become one of the governor's closest and most trusted aides. He started as Carnahan's campaign press secretary in August 1992 and stayed on as chief spokesman when Carnahan was first elected governor that November.

Sifford became the governor's chief of staff in May 1999 but left that post this year to help with Carnahan's campaign for the U.S. Senate.

Easygoing and affable, Sifford was best known for his ability to defuse tension with his wit. In heated meetings, Sifford would often make a quip that would calm everybody down, said Missouri Supreme Court Judge Mike Wolff, a former legal counsel to Carnahan.

"And that's why he was a perfect traveling companion for the governor," Wolff said. "He could not only help him distill his message but also he got the governor emotionally ready for his public appearances. He relaxed the boss."

Even at his mother's funeral in 1992, Sifford showed the ability to put people at ease, friends said. Sifford's mother, Margaret Anne Sifford, died suddenly of a brain aneurysm at age 54. Sifford delivered the eulogy.

"And he had the place in stitches," said Sifford's childhood friend, Mike Cox of St. Louis. Sifford told the mourners, "This is a time to be sad but let's remember all the good times and all the fun," and he literally had the whole place laughing and smiling," Cox said.

Cox, a financial manager at Anheuser-Busch Cos., has been friends with Sifford since junior high. The two roomed together at Southwest Missouri State University and have kept in close touch since, attending a Cardinals game together a few weeks ago. An avid fan, Sifford "bled Cardinal red," Cox said.

As chief of staff, Sifford negotiated a solution in the I-70 blockade last year, when minority leaders shut down the highway for an hour to press for more highway construction jobs for minority workers.

Mike Hartmann, Carnahan's current chief of staff, said Sifford "had to find a way to learn and understand the policy issues, clearly understand the concerns of those protesting

and craft a solution within the confines of what would be feasible. And he did that within five days."

Chuck Hatfield, an aide to Attorney General Jay Nixon, said that of the five men who have served as Carnahan's chief of staff the past eight years, Sifford "was the consensus builder. He had really good listening skills. He always heard what you were saying before he told you what he thought."

While he routinely worked long hours for the governor, Sifford always made time for frequent visits to see his family in Puxico.

"For a single guy, he was the most family-oriented person I've ever seen," recalled Brad Ketcher, who preceded Sifford as Carnahan's chief of staff.

Sifford would often make the nine-hour round trip home solely to watch a tee-ball game featuring his nephew, Josh Sifford, 8, or attend a rodeo in which his niece, Julie Sifford, 17, competed on horseback. They are the children of his brother Morgan and Pam Sifford.

Sifford also is survived by his father, Dale Sifford, of Puxico, and a sister, Sue Sifford of Sikeston.

Temple, who grew up four houses from Sifford, recruited him for Carnahan's staff.

Sifford and Temple had worked together on the unsuccessful congressional campaign of farmer Wayne Cryts in 1986. Then Sifford worked for a radio station and the Springfield News-Leader, where he was an assistant news editor from 1990 to 1992, when he joined Carnahan's team.

"We knew each other almost since birth," Temple said. "He was enormously talented. He was one of the funniest guys I know; one of the kindest-hearted guys I know. He was an accomplished pianist and a well-rounded athlete. Most of all, he was just a good person."

Temple, who was waiting for Sifford and the governor at the rally Monday night when the plane crashed, immediately traveled to Puxico to be with Sifford's father. He said Sifford has a huge network of friends that he has kept in close touch with for more than 20 years.

Said Temple: "I used to joke that I could walk into a Bangkok, Thailand, restaurant with Chris and someone in the back of the restaurant would say, 'Hey, Chris, long time no see.' Because people remembered Chris."

Chris Whitley, spokesman for the U.S. attorney's office in Kansas City, was a friend of Sifford since the early 1990s in Springfield.

"I never knew him to ever shade the truth," Whitley said. "He would much rather say nothing to you than to say anything less than the truth. That's the most priceless commodity one can have in the line of work that he held."

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(Mount Clipping in Space Below)

He met the needs of Missouri's urban centers

BY VINCENT C. SCHOEMEHL JR.

I knew Mel Carnahan as a competitor, a friend and an outstanding public servant. In 1992, we both sought the Democratic nomination for governor. I believed I could have brought a more thorough understanding of urban challenges and potential solutions given my 12 years as mayor. Mel Carnahan proved he was more than up to the task of addressing the needs of our urban centers. He demonstrated his ability to both comprehend the complexities of the state's urban needs and provide the leadership to fashion solutions that work. The governor's greatest achievements were in the areas of education and health care — issues that affect working families throughout the state and have profound impact in our cities. The crisis in education funding that

arose when the state school foundation formula was declared unconstitutional required Mel Carnahan to persuade the Legislature to raise taxes to properly fund all our state's public schools. He didn't blame the courts. He didn't set up a commission to report back in a year. He took action. He provided leadership. And he took the criticism that comes with such leadership in stride.

But the most important accomplishment of Gov. Carnahan's tenure was the resolution of the desegregation orders in Kansas City and St. Louis. These federal court orders had festered for years and had served to more deeply divide Missourians than any other issue. Desegregation pitted rural areas against urban; our suburban communities against our two largest cities, and served as a distrac-

tion to civil discourse on countless other issues.

Many people in government, the private sector, the courts and the school systems worked to make this resolution possible. But without the firm, steady support of Gov. Carnahan, who was determined to rid our state of this destructive division, it would never have occurred. He should be honored by all the people of Missouri for his leadership on this issue.

THE guarantee of health care to the poor and elderly has expanded more rapidly and more efficiently under his leadership than at any time in the state's history. Services to pregnant women have been extended beyond any point dreamed possible just a decade ago. And as St. Louis has struggled with the issue of caring for our medically unin-

sured population, the state has been at hand with resources to provide care in the short term while assisting in structuring a permanent solution.

The governor's accomplishments include the creation of a Historic Tax Credit program that has made Missouri a leader in historic preservation. And when state resources were needed for a convention center hotel, Gov. Carnahan provided tax credits and other support to make the project possible. In short, Mel Carnahan cared about the people of Missouri and he creatively and courageously used the resources of state government to make our lives more complete.

He proved that public service is, indeed, a noble calling.

Vincent C. Schoemehl Jr. is a former mayor of St. Louis.

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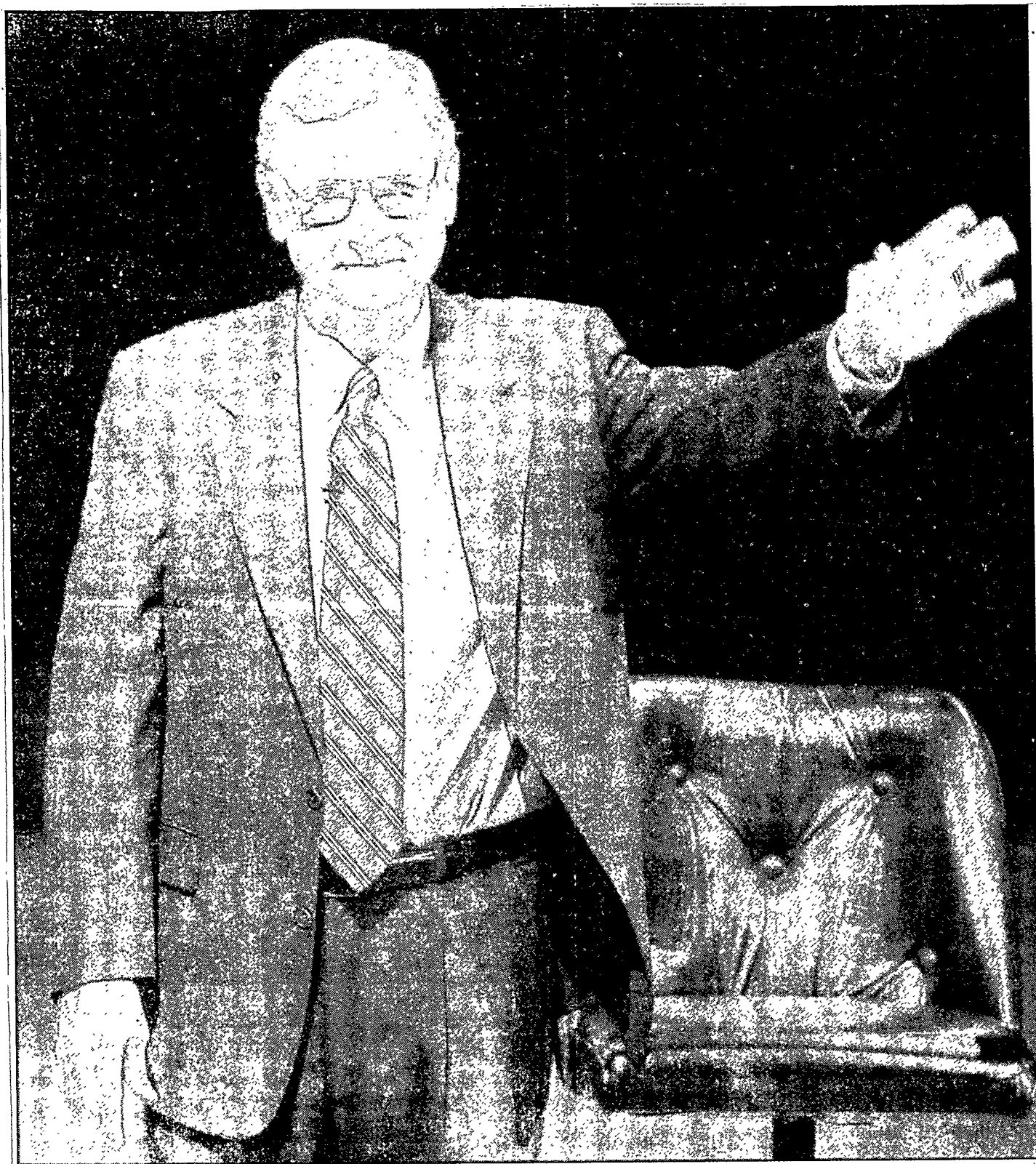
COMMENTARY

MEL CARNAHAN IN MEMORIAM

Service mattered more
than politics

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ORLING WAGNER / THE ASSOCIATED PRESS

Gov. Mel Carnahan waves to the crowd at the Gem Theater before the start of his senatorial debate with Sen. John Ashcroft last Sunday in Kansas City.

BY MICHAEL A. WOLFF

TO understand Mel Carnahan, you have to know that politics was not his life. Service was. He understood that what government does matters to real people. He often said he did not hold office just to keep the chair warm.

Mel Carnahan entered and exited the public stage several times over the past 40 years. He entered public life as a young man, serving as municipal judge, state representative and then running for the state Senate. After his defeat for state Senate in 1966, he went home to Rolla and stayed in private life for 14 years, returning after being elected treasurer in 1980. A premature run for governor in 1984 resulted in a primary defeat that left a campaign debt of \$80,000 and was followed by a heart attack. This would have ended the career of most politicians.

Mel Carnahan was not an ordinary politician. He fixed his heart and maintained a vigorous and healthful regimen. He returned to the stage in 1988, winning the lieutenant governor's office.

When he began running for governor before the 1992 primary election, his primary opponent had most of his party's political support and money. Mel Carnahan had persistence and a faith in himself that helped to shield him from the taunts of those who said they knew better.

It's fair to say that Missouri voters rarely know well the man they elect as governor. Mel Carnahan was a very private man, more inclined to discuss issues than talk about himself. He was rarely given to emotional outbursts and hardly ever indulged in rhetorical flourish.

The voters lucked out. Mel Carnahan loved doing the job of governor. He had a quick grasp of even the most intricate details of government. His strategic thinking was extraordinary, and he had an intuitive sense of how his decisions would affect the lives of ordinary Missourians.

His strategic thinking was extraordinary, and he had an intuitive sense of how his decisions would affect the lives of ordinary Missourians.

HIS achievements will continue to affect our lives. He expanded state support for elementary, secondary and higher education and was personally involved in setting new and rigorous standards for public education. He immediately addressed the issue of court-ordered desegregation. He wanted to end those long-standing controversies justly. Eventually he freed Missouri from court supervision and targeted resources to needy children throughout the state. He led reform and expansion of programs affecting the health of women and children, particularly Medicaid, which led to a decrease in the number of uninsured Missourians. He helped reform workers' compensation, the welfare system and corrections.

The tougher the issue, the more he liked it. Nearly every aspect of state government at some point came under his scrutiny. The state is better off for it. He was a good man and a great governor.

As he neared the end of his successful two terms as governor, his attention turned to running for the U.S. Senate. He was at an age, 66, when an ordinary man would have rested on his laurels and gone home to the farm in Rolla. To understand that this was no ordinary man, we might consider the example set by his father, Rep. A.S.J. Carnahan, who represented south central Missouri from the 1940s to 1960. After his re-election defeat, Rep. Carnahan accepted President John Kennedy's appointment as America's first ambassador to Sierra Leone. At an age, 64, when an accomplished member of Congress would

have left public life, or become a lobbyist, the elder Carnahan spent some of the last years of his life traveling around the dangerous bush country of Sierra Leone, trying, as his son once told me, to make peace among the tribal rivalries of that troubled country.

Running for the U.S. Senate is no less arduous, and Missouri politics has its own tribal rivalries to make peace among. For an ordinary person, raising millions of dollars and seeking political support are soul-wrenching, oppressive tasks. But Mel Carnahan approached this as a man on a mission. He had faith, he said, that he could serve Missouri better.

Mel Carnahan brought with him to his mission many talented younger people, including Chris Sifford, who was bright, affable and dedicated. As a campaign aide, communications director and one-

time chief of staff, Chris Sifford devoted most of his adult life to Mel Carnahan and died with him. Mel Carnahan unfortunately was also joined in death by his son, Randy, who was campaign treasurer, a valued confidant and totally dedicated to his father.

Mel Carnahan, his wife, Jean, his children, grandchildren and his staff knew that running for the U.S. Senate would involve real sacrifice. But no one knew how great that sacrifice would be.

We mourn with the Carnahan family, and we are grateful. Mel Carnahan leaves a legacy of achievement and dedication to public service that is as inspiring as any monument.

Michael A. Wolff is a judge on the Supreme Court of Missouri. He was appointed by Mel Carnahan.

A man of decency

MEL CARNAHAN was what every politician ought to be: impeccably honest, straight-talking, deeply concerned about the problems that real people encounter in the real world.

Many politicians fall in love with their own voices. Mel Carnahan liked to listen.

When he made up his mind on a specific issue, he would explain his decision directly.

Politics today is too often tailored to the demands of television sound bites. Mel Carnahan believed that people came first, not the slick techniques of 30-second TV spots.

"Decent," "forthright," "diligent" and "concerned" are words that typify Mel Carnahan's public career.

Henry Clay once said, "Of all the properties which belong to honorable men, not one is so highly prized as that of character."

Clay would have been proud to know Mel Carnahan.

—Thomas F. Eagleton
former senator

□□□

MEL CARNAHAN spent his life serving the people of this state. In every office, his one desire was to serve faithfully and to the limit of his abilities. In this, he succeeded splendidly with grace and wisdom.

Passionate about education, he risked his career by raising taxes to improve our schools.

His life touched and enriched each of us.

Last night, as I mourned him, one word came to me again and again — decency.

He was a decent man, a decent servant, a decent husband and a decent father.

His essential virtue guided everything he did.

The death of this uniquely good man diminishes us all.

— Thomas J. Guilfoil
St. Louis attorney

□□□

SADLY, Missouri has lost one of its greatest public servants. In the years to come, future governors will be measured against Mel Carnahan and his enviable record of honesty, competency and fair mindedness.

While he clearly was a governor for all the people, he believed that his greatest responsibility was to the children of this state. He worked tirelessly in areas of health and education of our children and was most successful in his efforts.

We will surely miss him as a public servant. Those who knew him personally will miss a kind, gentle, thoughtful, wonderful man.

My heart goes out to Mrs. Carnahan and her children.

— James P. Holloran
St. Louis attorney

□□□

I knew Mel Carnahan for almost my entire adult life. I know his children and his grandchildren.

The people of Missouri have lost a remarkable man who led this state with courage, vision, integrity and a true commitment to justice.

And I have lost a dear friend.

— William Lacy Clay
state senator, candidate for Congress

□□□

JANET and I join with all Missourians in mourning the tragic deaths of Gov. Mel Carnahan, Randy Carnahan and Chris Sifford. We express our deepest sympathies to the Carnahan and Sifford families, and we will continue to pray that God will offer them comfort, healing and strength in this time of great sorrow.

Gov. Carnahan and I shared a common concern for Missouri's families.

This is a time when the Carnahan and Sifford families must bear the burden of a tragedy so unexpected and so profound that each of us feels their loss.

This is a time for unity and common purpose in our state. We, as a state and nation, join together to mourn the loss of these men.

During this time of mourning, I have directed that all campaign activities cease. That our Senate campaign could have ended so tragically is shocking.

Gov. Carnahan served the people of Missouri with dignity and honor for more than four decades.

I will remember, and all of Missouri will remember him, for that exemplary public service and for his dedication to his family as a husband, a father and a grandfather.

— John Ashcroft
U.S. senator

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PRAGUE VISIT

Artwork at former Jewish ghetto moved governor

By PHILIP DINE

Post-Dispatch Washington Bureau

WASHINGTON — Sunday, Nov. 16, 1997, was a blustery day in Prague. Gov. Mel Carnahan had arrived in the Czech Republic the night before on a trade mission to help boost Missouri's exports, including the St. Louis-built F/A-18 Hornet.

Despite jet lag, Carnahan rose early Sunday morning to walk through the former Jewish ghetto in Prague on a tour that included three ancient synagogues, a cemetery and a museum. The museum contained collections gathered by the Nazis from 153 Jewish Czech

communities they liquidated — and which they intended to display as "the culture of an extinct race."

Donning a white yarmulke, Carnahan entered a synagogue and examined drawings and paintings done by young children. He fell silent as he gazed at the simple plaques that identified each child only by name, birth date and date of deportation to an extermination camp.

The art had been hidden in an attic and saved, even while the children perished.

Jean Carnahan, also visibly moved, pulled a reporter aside and explained her husband's intense reaction.

The children were almost all born in the early 1930s, as was the governor, she said, and they would have been his age now. But their lives had been abruptly ended by hatred at an age when they couldn't even understand such forces.

She added that on prior trips to Europe, she and the governor had visited the Auschwitz concentration camp and a damaged synagogue in Berlin as a way to focus on what hatred can cause.

"It never hurts to be reminded," she said.

Later that day, as the governor and his group of Missouri business executives and state economic-development officials

strolled across the fabled square of Staromestske nam, a ragtime band played "St. Louis Blues." Everyone assured Carnahan the song was coincidental.

The group soon came to a halt, as the Missourians tried to devise a plan for the rest of the day. There were various suggestions and differences of opinion, and the day seemed ready to dissolve in disarray.

Then Carnahan spoke up, giving concise orders as to what each person would do next and what would happen when they finished.

The confusion lifted, and all set out on their assigned missions.

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ROGER "RANDY" CARNAHAN

Son, father had similar traits, friends say

By BILL BELL JR.

Post-Dispatch Jefferson City Bureau

Like father, like son.

The same words often used to describe Mel Carnahan — disciplined and cautious — also were used to describe his son, Roger "Randy" Carnahan.

Father and son, along with Gov. Carnahan's political adviser, Chris Sifford, were killed Monday night when the plane Randy Carnahan was piloting crashed in Jefferson County.

Randy Carnahan's law partner in Rolla, William E. Hickie, described him as careful and disciplined. He said those qualities made him a good lawyer and a good pilot.

Speaking with other pilots, "you never heard anything but good things about Randy as a pilot. That's why this is so hard to understand. It's hard to believe it would be pilot error."

State Auditor Claire McCaskill said Randy was "a lot like his dad. Quiet. Friendly. Very dedicated to his family and father. He basically put his life on hold, to fly his father around."

McCaskill had flown with Randy Carnahan before.

"Your sense was, when you were flying with Randy, you were in very capable hands," she said.

Randy Carnahan, 44, usually flew his father to his campaign events across the state, and often could be seen standing quietly in the background while his father spoke — awaiting the signal of when it was time to go.

"Randy was just a truly genuine human being," said Tony Wyche, Carnahan's campaign director. "An earnest person who was dedicated to helping his father. He really enjoyed traveling with him."

Randy Carnahan worked as a lawyer, but his father believed

his son's real love was for the family farm near Rolla.

The governor said he thought

"Randy was an attorney so he could make money to play farmer," said Jerry Nachtigal, the governor's spokesman.

The family's farm in Rolla, where Randy lived, is home to a small herd of cattle.

"Randy just loved to chase after the cattle and play farmer," Nachtigal said Tuesday. "I think the governor kind of enjoyed it, too."

Athletic himself, Randy Carnahan shared his enthusiasm by teaching Hickie to rappel and



Randy Carnahan
Usually flew father
to campaign events

climb mountains during their law school days at the University of Missouri at Columbia. He also loved to travel.

The Carnahan home in Rolla is filled with artifacts and souvenirs that Randy collected during his journeys. The family often pointed to a huge rug in the family room that Randy had folded up, put in a knapsack and carried through the Himalayas to bring home.

Randy Carnahan was single. He is survived by his mother, Jean Carnahan, two brothers, Russ and Tom, and a sister, Robin Carnahan.

Hickie kept the law office at Carnahan, Hickie & Calvert open Tuesday to give people a place to come and grieve.

"People want to talk; they want to remember," he said.

Virginia Young, Jo Mannies and Mandy Davis of the Post-Dispatch contributed to this story.

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Somber Wilson assumes new duty

He was leaving office,
but death of a friend
changes his course

By VIRGINIA YOUNG
Post-Dispatch Jefferson City Bureau

Roger B. Wilson was less than three months away from leaving state government when he was thrust into the role of acting governor at 2:13 a.m. Tuesday. About 24 hours later, early this morning, Wilson was to be sworn in as governor of Missouri. He would be the 50th person to hold the position.

It was an office he had craved for nearly two decades but had given up ever attaining — and certainly never wanted to step into this way.

Addressing reporters Tuesday morning, Wilson was asked what he'd like Missourians to do as the state grapples with the tragedy of Gov. Mel Carnahan's death.

His voice breaking, Wilson said: "I'd like for them to hug their family and I'd like for all of us to appreciate what we have, because this is a stark example of how quickly it

can be taken from us."

As lieutenant governor, Wilson had worked closely with Carnahan, a fellow Democrat, and was long considered his heir apparent.

However, Wilson announced in March 1998 that he was pulling out of the governor's race because he didn't want to spend three years away from his family, raising millions of dollars in campaign money.

Wilson, of Columbia, Mo., turned 52 last week. He and his wife, Pat, have a daughter, Erin, 21, who is a senior in college, and a son, Drew, 17, a junior at Hickman High School.

Last year, Wilson also dropped his bid for a third term as lieutenant governor. He has been working part time for a Brentwood money-management firm called Rockwood Capital Advisers.

Wilson was in St. Louis at the Regal Riverfront hotel, preparing to make a speech to the governor's conference on aging, when his wife called him about 9:15 p.m. Monday to tell him of the news that Carnahan's plane was missing. The Missouri Highway Patrol transported Wilson to Jefferson City.

He became acting governor when a constitutional provision kicked in after it was confirmed

that Carnahan's plane had crashed. Six state officials signed a letter declaring the governor "unable to discharge the powers and duties of his office," making Wilson the acting governor. State officials received confirmation of Carnahan's death about 12:30 a.m. today. Wilson was to take the oath of office at 1:30 a.m. today.

Wilson met Tuesday with legislative leaders and Carnahan's Cabinet. He said the governor's staff was "an awfully fine group, very strong. They are dedicated to making sure Governor Carnahan's way of dealing with people is carried on."

He said there was little pressing state business that needs his attention. "This state is in tremendous shape, because people are resilient and strong. Right now we have the luxury of focusing" on the families of those who perished in the crash.

Wilson said he would perform the governor's duties until January, then "step back out of politics."

Wilson smiled briefly as he tried to tell reporters one of his favorite stories about Carnahan but midway through it, he forgot the punch line. The strain of the last 11 hours had taken its toll on the usually ebullient politician.

The recent string of events has "a

surreal quality to it, a very numbing quality," he said.

Always quick with a quote and combative with Republican governors, Wilson made the most headlines when he chaired the Senate Appropriations Committee for six years in the late 1980s. In that post, he played a key role in shaping the state budget. He served in the state Senate from 1979 to 1993, when he became lieutenant governor.

Wilson was considered one of education's top supporters in the Legislature. He sponsored the Excellence in Education Act of 1985, which raised teacher salaries and required more student testing. A former school administrator, Wilson has a master's degree in education from the University of Missouri at Columbia.

On Tuesday, Wilson said education was Carnahan's legacy — his "crown jewel. We were not in good shape" when Carnahan took over as governor, but he increased funding and demanded more accountability.

In getting into politics, Wilson followed family tradition. He succeeded his father as Boone County collector in 1976. Wilson's grandfather had been Boone County sheriff; he and a state trooper were killed by bank robbers in 1933.

149A-12-186/62-18-19

GOV. MEL CARNAHAN: 1934-2000

ACTING GOVERNOR



WENDI FITZGERALD / POST-DISPATCH

Acting Gov. Roger Wilson's voice broke as he talked to reporters Tuesday. Events of the past evening had left him numb, he said.

(Mount Clipping in Space Below)

HIS HOMETOWN

In Rolla, "he was one of us"

(Indicate page, name of
newspaper, city and state.)

P 117, St. Louis Post
Dispatch, St. Louis, Mo.

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PHOTOS BY JERRY NAUNHEIM JR. / POST-DISPATCH

Barber Dennis Foster and banker Donald Castleman of Rolla shared their dismay over the death of Gov. Mel Carnahan. Foster and his partner, Donzie Spurlock, had trimmed Carnahan's hair for more than 30 years. Castleman, president and chairman of Phelps County Bank, had known Carnahan most of his life.

149A-51-186162-19

Residents praise Carnahan clan, feel deep loss

By BILL BELL JR.

Post-Dispatch Jefferson City Bureau

ROLLA, Mo. — Kroger checker Nancy Benton remembers when her store had a new checkout girl.

After waiting his turn in line, Gov. Mel Carnahan wrote a check. The new employee asked to see his driver's license. Without balking at the sight, Carnahan reached for his wallet.

"He was one of us," said Benton, who said she has known Carnahan since 1971. The governor did most of his family's grocery shopping at Kroger. "He didn't expect any favors."

Rolla coped with the sudden loss of not one but two Carnahans on Tuesday. Mel Carnahan and his son, Randy, died in a plane crash in Jefferson County on Monday night, along with Chris Sifford, the governor's campaign adviser and former chief of staff.

Without exception, business people in downtown Rolla praised the Carnahan clan for their involvement in the town of about 15,000 people, 106 miles southwest of St. Louis.

Some mentioned the help Jean Carnahan has given the city library. Others talked about the Carnahans' work for the school district or the family's involvement in First Baptist Church. Said one fan: "This is Carnahan country."

On Pine Street, the main drag of downtown, one of Carnahan's barbers said both Mel and Randy were "just as com-



Residents of Rolla, Mo., including the owner of this florist shop, found a variety of ways to grieve for their favorite son, Mel Carnahan.

mon as you can be." Donzie Spurlock, 52, said he's been cutting Mel Carnahan's hair for about 30 years and Randy's for more than a decade.

Even when he offered to leave the store open past 5 p.m. to accommodate the busy governor, Carnahan preferred to wait like everyone else. Spurlock pointed to a metal chair against the back wall where the state's highest elected official sometimes dozed while he waited.

When Carnahan first won the governor's office in 1993, bodyguards accompanied him around town. Soon, they disappeared, Spurlock said.

"When he was in Rolla, he was 'Mel.' He was not the governor," Spurlock said.

Down the street from Spurlock's barbershop, Democrats gathered in a photo studio. The group had assembled to drive

to St. Louis to go to some presidential debate watching parties. With the governor's death, they talked about going to memorial services instead.

Funeral arrangements for the Carnahans still were pending Tuesday evening. The city was expected to honor the Carnahans in some way.

Bob Jones, the chair of the Phelps County Democratic Committee and local party activist, said Mel Carnahan never lost the common touch. He said he would often see the governor and Mrs. Carnahan eating out at Chinese restaurants or at Denny's.

"He was the kind of man who never, ever, ever was too busy to see you or talk to you," Jones said.

When Democrats running for statewide offices came to town on a whistle-stop tour, Carna-

han found out the names and addresses of the volunteers and sent them all personal thank you notes.

"As a senator, he would have done the very same thing," Jones said. "This is a loss the entire community feels."

John Reece, 25, worked on Carnahan's campaign since the primary in August. In that short time, Reece said he got to have a lot of one-to-one conversations with the governor. Reece said Carnahan's voice and manner reminded him of his grandfather. Whenever they talked, even of mundane things, Reece said, "you knew he cared about how you felt. What the public saw was him."

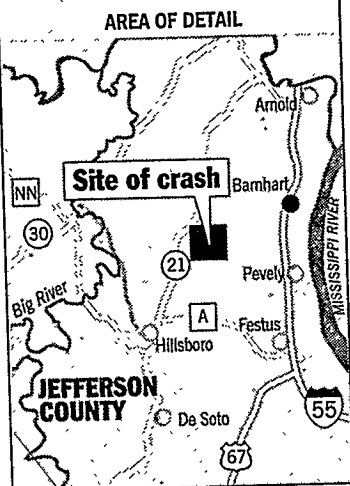
Said Reece: "The city, the state has lost a good man."

To contact reporter Bill Bell Jr.:
E-mail: bbell@postnet.com
Phone: 573-635-6178

(Mount Clipping in Space Below)

Sequence of events

4 Carnahan's plane crashes near Barnhart in Jefferson County. All three men on board were killed.



1 About 7 p.m. Gov. Mel Carnahan's Cessna leaves Parks airport.

St. Louis Co. ILLINOIS

2 7:30 p.m. Witnesses report a low-flying plane. Minutes later they report a plane crash.

3 7:32 p.m. Radar loses contact with the plane.

Jefferson Co. MISSOURI
Destination:
New Madrid

What may have happened

Instrument malfunction: The pilot of the Cessna 335 reported a gyroscope problem shortly before radar lost contact with the plane. A gyro tells the pilot if the plane is flying straight and level or is turning, climbing or descending.

POST-DISPATCH

"We're just shocked, simply shocked."

Wilson had taken over the reins as the acting governor. Government officials and political leaders expect no other decisions to be made until after funeral or memorial services for the three victims.

Investigators from the National Transportation Safety Board on Tuesday took over what is expected to be a months-long investigation of what caused the plane to crash in a heavily wooded area in Jefferson County. About seven minutes before the crash, Sifford left a cell-phone message with a party official saying the plane would divert from New Madrid, Mo., to Jefferson City because of bad weather.

Experts plan to reconstruct the airplane, work that could take months. But they said they also expect to find the cause of the deadly crash.

It is too late to replace Mel Carnahan as the state's Democratic nominee for the U.S. senator, said a spokesman for Secretary of State Bekki Cook.

If in death, Carnahan captures a majority of the votes on Nov. 7, Wilson could name his replacement in the U.S. Senate. Wilson — and not the newly elected governor — wields that power because the new Congress is sworn in on Jan. 3; the new Missouri governor won't be sworn in until Jan. 8.

What's unclear, in such a case, is whether Wilson's choice would serve two years, until the next congressional election, or a full six-year Senate term.

Tuesday's pained post-crash talk included speculation that Wilson, in consultation with Democratic leaders, might announce his choice before Nov. 7. That way, voters would know who would be, in effect, Ashcroft's new Democratic opponent.

But all that speculation is academic if Ashcroft wins re-election. And sources with Democratic strategists in Washington said privately Tuesday that Carnahan's death makes it almost a certainty that Ashcroft will return to the U.S. Senate.

"For all intents and purposes the race is over," one Washington source said.

(Indicate page, name of newspaper, city and state.)

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White House says Clinton will attend service

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A spokesman for the Democratic Senatorial Campaign Committee said, "Mel Carnahan was one of the best candidates we recruited in this cycle. The race was engaged, very tight. We always thought Carnahan had the edge and we still believe he did, up until last night."

Ashcroft made it clear Tuesday that he was postponing any campaigning until at least after the services for the crash victims. Ashcroft was the first to announce Monday night that he was pulling all of his ads off the air, an act that one Carnahan aide praised as "classy," especially since the tenor of the contest had been nasty for months.

Clinton will attend services

President Bill Clinton will travel to Jefferson City on Friday for a memorial service for Gov. Carnahan, White House spokesman Jason Schechter said.

The president also has canceled his plans to travel to St. Louis and Kansas City on Saturday to help raise money for his wife's Senate bid in New York, Schechter said. Those trips were originally slated for last week but were postponed until this weekend because of the Middle East crisis.

While still in Egypt early Tuesday, the president called Jean Carnahan shortly after he learned of the crash. Later, after returning to Washington, Clinton praised Carnahan as someone who "always put the highest priority on serving others."

"In his last campaign, Mel Carnahan, as always, gave everything he had for what he believed in," Clinton said. "He loved politics and public service, and his extraordinary record proved they can be noble endeavors. For many years now, I have been proud to call Mel Carnahan my partner, and prouder still to call him my friend."

Clinton's words were more than talk. In 1992, Carnahan was among the first Democrats to endorse Clinton for president. And Carnahan stuck with him when bad publicity began to dog then-candidate Clinton.

Carnahan also publicly opposed Clinton's impeachment in 1998, although making clear he was disappointed by Clinton's admitted relationship with a former White House intern.

Gore Bush share sorrow

Killed while traveling to a rally in New Madrid, Mo., Carnahan had planned to fly back to St. Louis in time to attend Tuesday night's presidential debate between Vice President Al Gore and Texas Gov. George W. Bush. Carnahan's last public appearance was at a pro-Gore rally Monday at the Chase Park Plaza with some fellow military veterans, including Sen. Max Cleland, D-Ga.

Bush put partisanship aside Tuesday as he offered his personal condolences in a brief news conference with Missouri reporters.

"This is a very sad moment for this state. People knew him to be a good public servant," Bush said. "This is a man who lived his life in that spirit of public service."

Bush said he has canceled his post-debate rally and also asked the Republican Party to implement a 48-hour ban on political advertisements. "It's appropriate that we diminish the political activity," he said.

Bush said he knew Carnahan from the National Governors' Association and had found him to be an unassuming man. "He was a quiet man. He wasn't one of those fellows who walked into the room and demanded attention," Bush said. "He was a serious fellow."

Gore, meanwhile, called Jean Carnahan early Tuesday. And he followed that up Tuesday afternoon with a visit to Carnahan's campaign headquarters in University City, on Delmar Boulevard just off Interstate 170.

The vice president, his wife, Tipper, and several campaign and administration officials met privately with Carnahan's campaign staff for about 20 minutes, said Carnahan campaign spokesman Tony Wyche.

Carnahan supporter Jeff Milke said the vice president hugged the staff members, shook hands and offered condolences.

"He said he realizes how difficult of a time this is for all of us," Milke said. "He said it's all of our jobs to continue Mel Carnahan's legacy."

Afterward, Gore told reporters outside, "This is a shocking, devastating tragedy. It's a tremendous loss. Our hearts grieve with the people of this state."

Gore planned to travel to Jefferson City today to express his sympathy with state government officials and employees.

Danforth recalls 1976 crash

Former U.S. Sen. John C. Danforth, R-Mo., helped make one of Tuesday's first tough calls — whether to hold Tuesday night's presidential debate at Washington University, as scheduled.

Danforth is a member of the Commission on Presidential Debates, which is overseeing the three debates between Bush and Gore. At 6:30 a.m., commission executive director Janet Brown called Danforth to ask whether he thought the event should be delayed or canceled in the wake of the crash.

"I told her we can't do that to the rest of the country," Danforth said. Missouri was rightly in mourning, he said, but the future of the nation depends on voters getting their chances to hear Bush and Gore.

"The presidential debates are a matter of national importance and they must be held," Danforth said. He added that his only fear was that the candidates would be "too morose" Tuesday night and emotionally focus on the tragic events instead of their campaign.

But he emphasized that he shared the somber mood. "This has cast a pall over our state. It's palpable."

Danforth had seen that mood before — in August 1976, when the Democratic nominee for the U.S. Senate — U.S. Rep. Jerry Litton of Chillicothe — was killed in a plane crash within hours of his primary victory.

Danforth was the GOP nominee, so he knows how Ashcroft feels, as well. "I was totally on hold," he recalled.

The difference then, Danforth said, was that Litton's death was early enough that the Democratic Party could pick a replacement candidate, former Gov. Warren Hearnes. Both men were soon back in the campaign mode, with Danforth the eventual victor.

The difference with Carnahan's death, he said, is that "it's not just a political loss. He was the governor for all of us, Republicans, Democrats and independents."

But Danforth added that he also expected, and hoped, the candidates and the public would get what they needed in the remaining weeks. "It's important for the candidates to carry on," he said. "Politics is a clash of ideas, a clash of personalities."

Carnahan was eager for final weeks

Until Monday night's plane crash, Carnahan and Ashcroft had been clashing on both fronts.

Both had known each other for years. Ashcroft served two terms as Missouri governor, and Carnahan had served as lieutenant governor in Ashcroft's second term. Carnahan then captured two of his own.

The son of two rural school teachers, Carnahan had witnessed firsthand what he viewed as the public needs that government could help fill. His parents set up their own school lunch program when they discovered that too many students had too little to eat.

Carnahan's father, A.S.J. Carnahan, later was elected to Congress — winning, losing, then winning back his seat. The son attended rural and Washington schools.

As a young man, Carnahan had hoped to become an Air Force pilot — but he failed the physical when he fainted during the blood test. He later served in the military in the early 1950s, attended college and law

school, and ended up opening a practice in his adopted hometown of Rolla.

He served two terms in the state House in the early 1960s, lost a bid for the state Senate in 1964, and then dropped out of politics until 1980.

Carnahan then won election as Missouri state treasurer, lost a bid for governor in 1984, then came back to win election as lieutenant governor in 1988.

Gephardt recalls his first in-depth talks with Carnahan in the early 1990s, and Carnahan's chief interest in education. "That's what he cared most about," Gephardt said.

Carnahan won a key ally in 1992 in Rep. William L. Clay, D-St. Louis, and dean of Missouri's congressional delegation. Carnahan, said Clay, "was a man of his word."

Carnahan was pumped for these final weeks of campaigning, in what most suspected would be his last campaign, win or lose.

His performance in Sunday night's televised debate was among the most relaxed, and animated, that supporters could recall.

The latest internal polls for both parties were showing a dead heat. State Democratic Party executive director Roy Temple said Carnahan's disciplined game plan for the final weeks would emphasize his differences with Ashcroft, and his vision of what he would do if Missouri voters elected him next month.

"But he also knew if they didn't elect him, he could have quite a happy life on his farm with Jean," Temple said, his voice breaking with emotion.

Carnahan, himself a certified pilot, also would have continued flying — one of his great loves. "He was one of those amazing people," said campaign spokesman Wyche. "The plane could take off from anywhere, and he could look down from the window and tell you exactly where you were in Missouri."

Deirdre Shesgreen, Kevin McDermott, Jon Sawyer and Tim O'Neil of the Post-Dispatch staff contributed information for this story.

Bill McClellan: When given the chance to excite, Mel Carnahan instead chose the high road. **B1**

Jerry Berger: With his family's help, the governor got to know — and appreciate — St. Louis. **A2**



THE ASSOCIATED PRESS

Missouri Gov. Mel Carnahan is hugged by his wife, Jean, in Jefferson City after being sworn in to his first term as governor, Jan. 11, 1993. Applauding at right are Carnahan's sons Russ (in glasses) and Roger (far right).

White House says Clinton will attend service

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

P 114, St. Louis Post Dispatch, St. Louis, Mo.

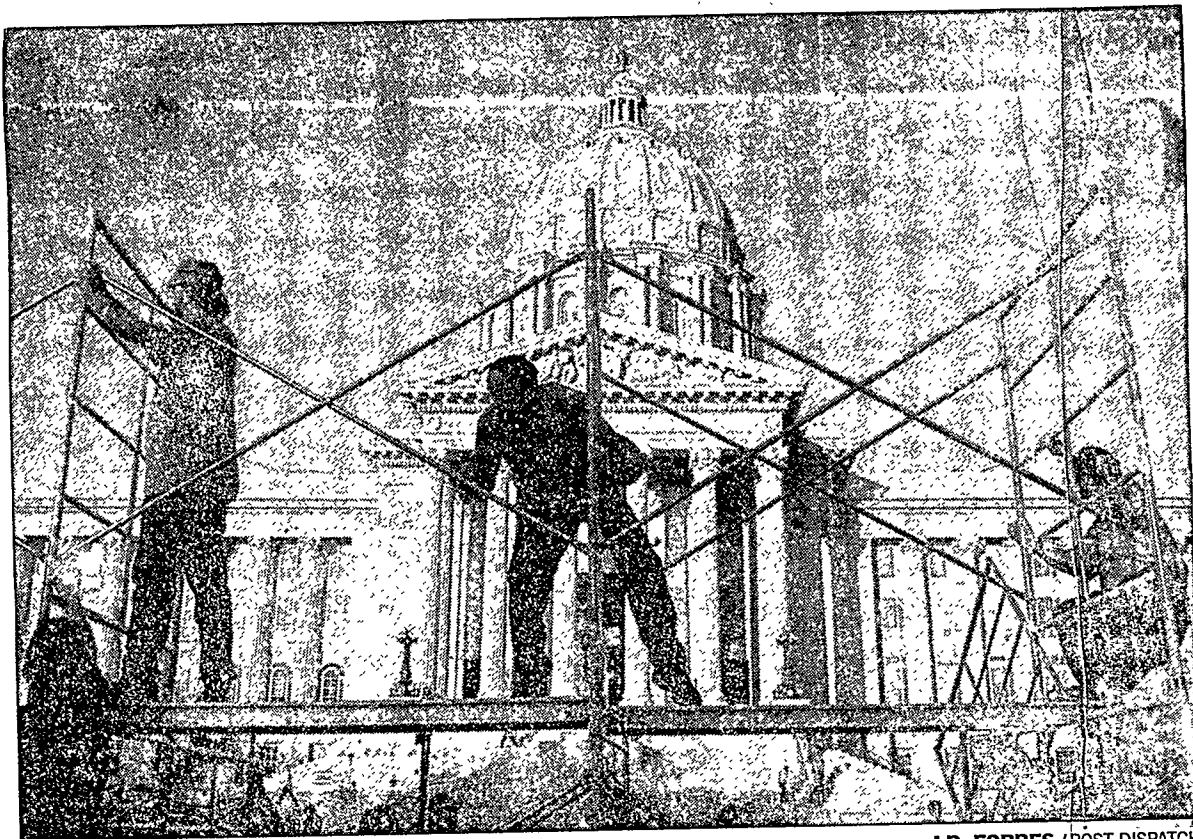
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J.B. FORBES / POST-DISPATCH

State workers construct a platform for the press in front of the Capitol building as part of preparations for Gov. Mel Carnahan's funeral.

FBI/DOJ

149A-52-186162-21 fu

Outdoor funeral for Carnahan is tentatively set for Friday in Jefferson City

Funeral arrangements for Gov. Mel Carnahan and his son, Roger "Randy" Carnahan, were incomplete Tuesday evening.

Tentative plans call for Carnahan's casket to lie in state from noon to 8 p.m. Thursday at the Governor's Mansion for a public visitation.

An outdoor "churchlike" ceremony was tentatively scheduled for the governor at 11:30 a.m. Friday in Jefferson City. President Bill Clinton is expected to attend.

The visitation and funeral for Chris Sifford, the governor's campaign adviser also killed in Monday's plane crash, were set for the weekend in Puxico, Mo., Sifford's hometown.

The governor's office had not released details of formal funeral arrangements for the Carnahans.

State workers began setting up scaffolding on the south lawn of the Capitol for Friday's ceremony.

The Carnahan family asked that in lieu of flowers, people make contributions to the Children's Trust Fund, P.O. Box 1641, Jefferson City, Mo. 65102-1641.

The trust fund is a non-profit charitable organization that addresses the needs of abused and underprivileged children in Missouri.

Sifford, 37, was the governor's former chief of staff.

Visitation for Sifford will be at 2 p.m. Saturday at the Morgan Sifford Funeral Home in Puxico. The funeral is scheduled for 2 p.m. Sunday at the Puxico High School gymnasium. Burial will be at the Puxico Cemetery.

Memorials for Sifford may be made to the Chris Sifford Scholarship Fund, which was being established at First Midwest Bank of Puxico. Jeff Copeland, a close friend of Sifford, will oversee the fund.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

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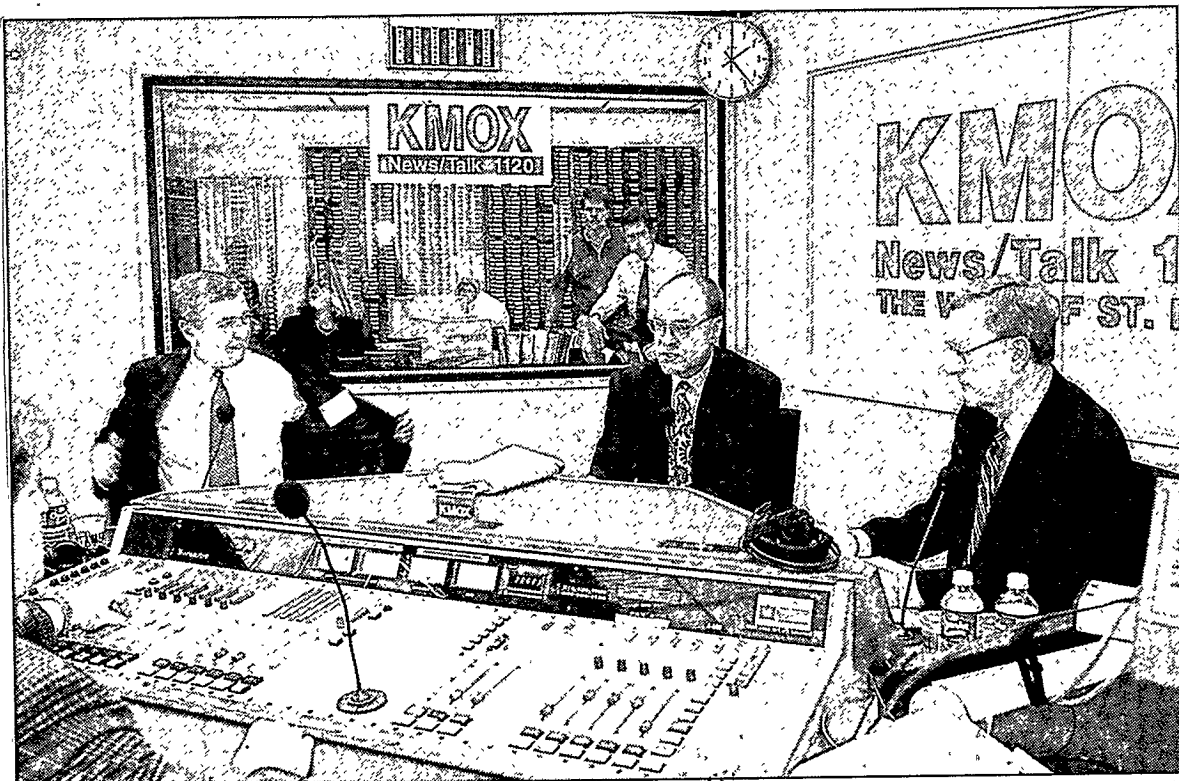
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Carnahan was

"exuberant" at fund-raisers



MARY BUTKUS / THE ASSOCIATED PRESS

Missouri Gov. Mel Carnahan and U.S. Sen. John Ashcroft debated Friday on KMOX radio. Charles Jaco (center) moderated the debate.

FBI/DOJ

149A-2-186162-22

Those who saw the governor on his last day described him as upbeat from his debate Sunday night with Sen. John Ashcroft and reveling in national media attention.

By CAROLYN TUFT
AND JO MANNIES
Of the Post-Dispatch

On Monday afternoon, Missouri Gov. Mel Carnahan was enjoying the bounce he had gotten in his senatorial campaign from Sunday night's debate with Sen. John Ashcroft, R-Mo., whom he was hoping to unseat.

Hours later, after he had boarded a plane with his son and his closest adviser in the misty rain in Cahokia, those hoping for a victory party next month learned that the man they knew and respected would never go to Washington to serve the state as its next senator.

It was shortly after noon Monday, and Mel Carnahan joined fellow veterans at the Chase Park Plaza to emphasize their support for Vice President Al Gore.

"He was just exuberant," said Steven Engelhardt, a campaign aide to state Sen. William Lacy Clay Jr., who first met Carnahan 20 years ago. The governor "knew he won the debate Sunday night in Kansas City, and we talked about it," Engelhardt said. "I have rarely seen him so relaxed and confident."

Not a man known for showing his emotions, Carnahan seemed to be reveling in his status Monday as a sought-after politician. National media, including those from The New York Times and The Washington Post, had traveled to Kansas City to watch Carnahan's debate Sunday night with Ashcroft.

At the Chase, Carnahan mingled with veterans and talked to Sen. Max Cleland, D-Ga., a Vietnam War veteran. Carnahan took to the podium briefly to talk about what he'd done as governor to help veterans. He talked about setting up a veterans trust fund, constructing new veterans homes and setting up a new veterans outpatient clinic. He also told the veterans how important it was for them to turn out for Gore.

"This is a crucial election. There is a huge amount at stake for veterans and working families," Carnahan said.

Before and after the event, several national reporters sought out Carnahan for interviews on his Senate contest. He also offered his debate advice for Gore. "He just needs to relax and be himself and dwell on the considerable depth he has and let us all see it," Carnahan said.

Several of Carnahan's allies say the governor had used that same advice for his own debate Sunday at the Gem Theater in Kansas City. Generally known as a stiff and formal guy, Carnahan had taken off his suit jacket, walking around the stage as he worked the crowd. Ashcroft had kept his suit coat on and generally stood in one spot as he faced the camera.

Standing just off-stage and off-camera was Carnahan's trusted senior campaign adviser and former chief of staff Chris Sifford, who accompanied the governor everywhere.

Carnahan's wife, Jean, was so thrilled by his performance that she had rushed the stage after the debate was over and gave him a big kiss. The happy couple and their adult children crowded the stage and then went to a nearby room for a post-debate celebration with several hundred supporters.

Amid the balloons and food, Carnahan explained why he had taken off his suit coat — something he had rarely done in public. "I wanted to be comfortable," he said.

The governor, his wife, his son Roger "Randy" and Sifford then headed off to the small, downtown Kansas City airport to fly back in Randy's Cessna to Jefferson City for what would be the governor's last night in the governor's mansion.

Press secretary Jerry Nachtigal met the group at the Jefferson City airport. Nachtigal was there only because "Sifford had called me in Kansas City and asked me to do him a favor" and pick them up. The governor "was tired, but pumped up," Nachtigal said. "I congratulated him on his debate performance. He said 'Thank you' and added 'I'm really glad it's over.'"

The group laughed when Nachtigal said that Carnahan's decision to take off his suit jacket was "a nice touch."

On Monday, Carnahan was in his office in the Capitol by 8:45 a.m. A half-hour later, he joined his staff for its regular meeting. By 10:15 a.m., the governor, Randy Carnahan and Sifford had left for the airport.

They flew from Jefferson City to Parks Airport in Cahokia, then drove into St. Louis for the veterans event at the Chase.

Afterward, the trio drove over to Carnahan's campaign headquarters on Delmar Boulevard in University City, just west of Interstate 170.

They arrived around 3 p.m., joining the 15 or so aides who staff that office. "He was in a very good mood, very upbeat," said campaign spokesman Tony Wyche. After about two hours, it was on to the next campaign stop — a private home in the Central West End for yet another fund-raiser.

Howard Meyer, a restaurant and nightclub owner, hosted the event in his home on Washington Terrace. About 200 supporters, including many from the gay and arts community, paid up to \$1,000 to attend. Michael Brasfield, 40, a senior account executive for Swift Print Communications, helped organize the affair.

Carnahan spoke to the participants about 6:30 p.m., telling them that he backed federal hate crime legislation to help stop the discrimination of everyone for reasons of race or lifestyle.

"The one thing he said there, and it was the first time I'd met him in person, that stuck out in my mind was that a lot of people out there

feel their vote doesn't mean a thing," Brasfield said. "He told us to get out there and tell the voters that whether they are a Democrat or Republican to get out and vote."

As he walked out the door 15 minutes later with his son, Carnahan shook nearly every hand in the room.

"I told him I supported him," Brasfield said. "I truly believed he was the man who would become our next senator of Missouri."

The governor, Randy Carnahan and Sifford left for the airport in Cahokia. They had to be at another Democratic event in New Madrid with state Treasurer Bob Holden, Democratic candidate for governor.

Randy Carnahan called ahead to the Midcoast Aviation office at Parks Airport to order 30 gallons of fuel for the Cessna. They would be there in a few moments. At shortly before 7 p.m., Randy Carnahan arrived and paid for the gas by credit card. The governor and Sifford got into the plane directly from the car.

Dave Reddick, who represents Midcoast Aviation as a spokesman from Tretter Marketing Group, said that Randy Carnahan had no complaints about the aircraft and asked for no repairs.

The plane took off without any problems.

"The airplane left and that was the last contact we had," Reddick said.

Up in the air, Sifford powered on his cell phone and called his childhood friend, Roy Temple, the executive director of the state Democratic party. Temple was waiting for the governor at a Democratic event in New Madrid, about 130 miles away in southeast Missouri.

"It was 7:25 (p.m.) It was Chris saying they weren't going to land in New Madrid because of the weather," Temple said. "They were going to go to Jefferson City instead."

About 7:30 p.m., the control tower at Lambert Field got a distress call from Randy Carnahan. At 7:32 p.m., the plane crashed in rural Jefferson County.

HOW CARNAHAN SPENT HIS LAST DAYS

SUNDAY

7 to 8 p.m. — Debate with John Ashcroft at the Gern Theater in Kansas City. Carnahan celebrates afterward with supporters and conducts interviews in a decorated room at the theater.

8:40 p.m. — Carnahan flies with his son, Randy, and other family members in their Cessna aircraft back to Jefferson City, where he spends the night in the governor's mansion.

MONDAY

About 10:30 a.m. — Carnahan, senior campaign aide Chris Sifford and Randy Carnahan leave in the Cessna aircraft from Jefferson City to St. Louis Downtown-Parks Airport at Cahokia. After the hourlong flight, the three drive to the Chase Park Plaza Hotel in the Central West End.

12:30 p.m. — They arrive at the Chase Park Plaza Hotel for a Veterans for Gore event. The governor also conducts interviews with the national media. Afterward, the three leave for Gov. Carnahan's campaign headquarters in University City.

3 p.m. — The three arrive at campaign headquarters, where Gov. Carnahan and Sifford, both in high spirits, meet with his staff.

5 p.m. — The three leave for a campaign fund-raiser for Carnahan at Howard Meyer's home in the Central West End.

6:30 p.m. — Carnahan speaks to about 200 guests at the campaign fund-raiser, telling them to encourage everyone, whether Democrat, Republican or independent, to vote.

6:45 p.m. — Carnahan shakes hands with the guests and says good-bye. He leaves for the Parks Airport in Cahokia to fly to another campaign event in New Madrid.

6:50 p.m. — Randy Carnahan calls ahead to Midcoast Aviation's center at Parks Airport asking that 30 gallons of fuel be added to his Cessna.

7 p.m. — Randy Carnahan arrives to pay for the fuel at Midcoast Aviation. Gov. Carnahan and Sifford board directly from their car to the Cessna. Moments later, the Cessna leaves the ramp at Parks Airport.

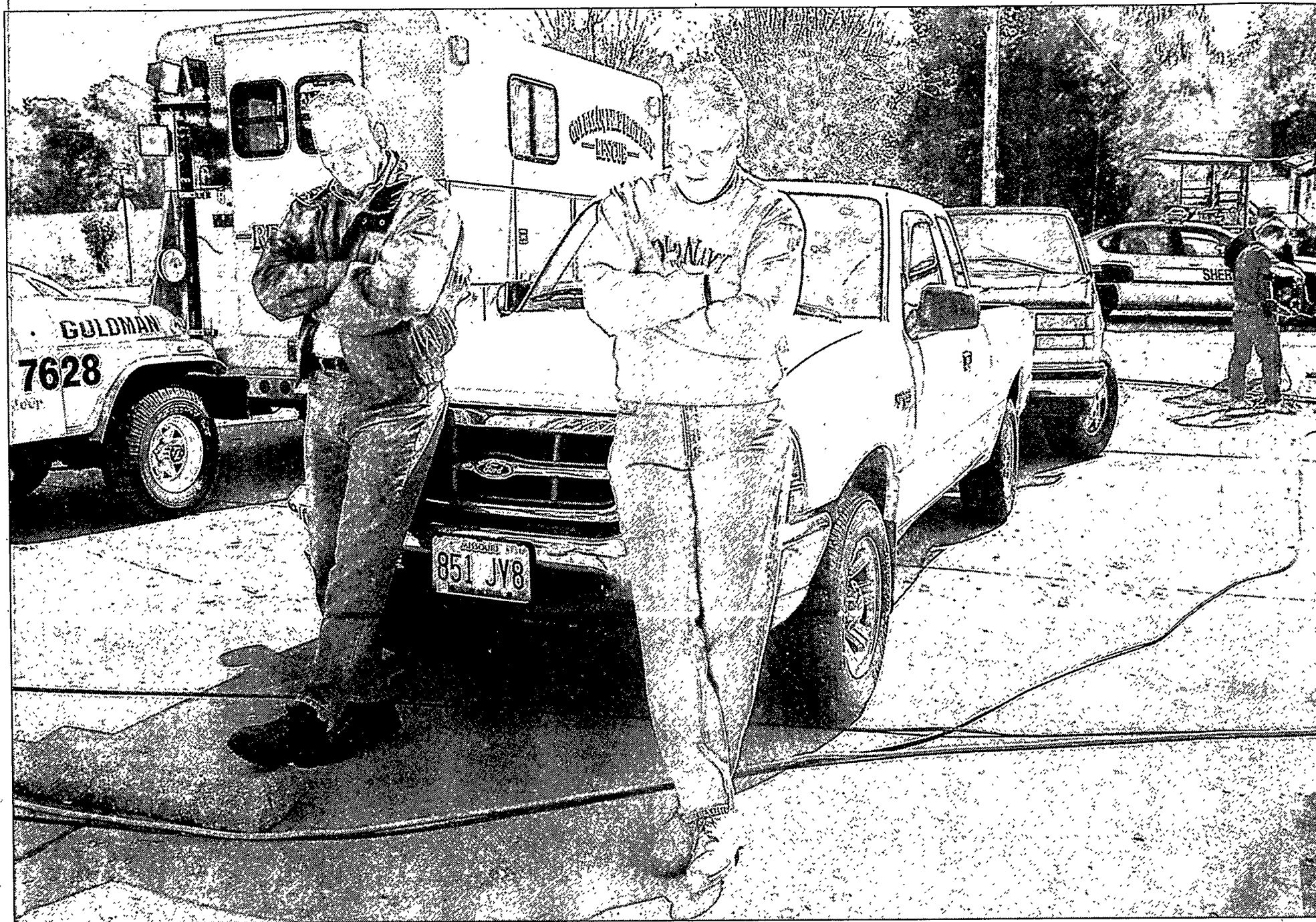
7:25 p.m. — Chris Sifford places a call on his cell phone to Roy Temple, executive director of the state Democratic party, at the New Madrid event. He tells Temple that he and the governor are in the air, the weather has turned too bad and they are not going to make it. They are instead heading to Jefferson City, Sifford told Temple.

7:32 p.m. — Carnahan's plane crashes in northern Jefferson County

About 9 p.m. — Temple grows worried and calls the governor's mansion. He learns that a plane carrying three passengers had crashed in Jefferson County.

11 p.m. — Lt. Gov. Roger Wilson and state Treasurer Bob Holden, both in the St. Louis area, are summoned back to Jefferson City for an emergency.

11:30 p.m. — Russ Carnahan, the governor's son, who is a candidate for state representative, announces he will pack a bag and leave for Jefferson City "to gather with the family."



LAURIE SKRIVAN /POST-DISPATCH

St. Louis Police Officers Thomas Toph (left) and Thomas Malecett wait for news as crews investigate the wreckage of the aircraft that was carrying Gov. Mel Carnahan on Monday. The officers were on the security detail that saw the governor's plane off from St. Louis Downtown-Parks Airport.

(Mount Clipping in Space Below)

CAMPAIGNING TO THE END

Gov. Carnahan's last fund-raiser brought him before a special audience

BY DEBORAH PETERSON
Of the Post-Dispatch

A jubilant crowd listened to an upbeat Gov. Mel Carnahan pledge his support for federal legislation to outlaw hate crimes and employment discrimination based on sexual orientation, scant hours before his death in a plane crash Monday night.

Carnahan was flanked by three of his four children — Randy, Robin and Tom — as he spoke to about 200 people who had paid from \$100 to \$1,000 to attend a private fund-raiser at the home of Howard Meyer on Washington Terrace in St. Louis' Central West End.

Meyer noted Carnahan's penchant for privacy and the location of Meyer's home on a gated street in pointing out that the fund-raiser's invitation had been headlined "Private Places for Private People."

"The atmosphere was just extremely jubilant," Meyer recalled Tuesday, his voice choking. "The enthusiasm in the house was just absolutely incredible, and the governor was, as always, warmly received."

Meyer is a restaurant and nightclub owner. He said the fund-raiser drew a diverse crowd, including many gays and people from the arts community, as well as a strong cadre of north St. Louis County supporters of former Rep. Robert A. Young, D-2nd District.

"There were lots of people there I'd never seen before," said Jeff Wunrow, executive director of the Privacy Rights Education Project, a co-sponsor of the fund-raiser. "There were lots of young people there writing checks for the first time."

The party's theme was "The Red, White and Blue Ragtime Reception." It featured music by the St. Louis Ragtimers and horse-drawn carriage rides down Washington Terrace.

Carnahan wore a dark suit and, despite what was recognized as a grueling campaign schedule, looked rested and relaxed, Wunrow said.

Frank Siano, a past governor of the national Human Rights Campaign and an organizer of the fund-raiser, said the event was a huge success.

"The governor was upbeat and in a great mood," Siano said. "We spoke personally for a time about the (senate campaign's) TV ads... and we talked about health care."

Siano said Carnahan felt that some of the points made in Republican Sen. John Ashcroft's campaign ads were somewhat distorted but that the governor didn't complain.

"Carnahan took the high road," Siano said. "He just said, 'We don't do those kinds of things.'"

Siano said that he parted with Carnahan on a friendly note.

"I told him, 'Mel, I am no longer going to be calling you governor. I am going to call you senator, because I want to be in the swing of things.'"

And what was Carnahan's reaction?

"He laughed," Siano said.

Wunrow said Carnahan gave "a great speech," at a lectern set up in a corner of the dining room.

"He included his standard stuff about health care, education and social security," Wunrow said. "He also talked about how it was Harry Truman's seat, and how Harry Truman fought discrimination and integrated the armed forces, but that there was still a lot of work to be done."

Carnahan also got high marks for his willingness to appear at an event that included many gays and lesbians, Wunrow said.

(Indicate page, name of newspaper, city and state.)

P 115, St. Louis Post Dispatch, St. Louis, Mo.

Date:

10/18/2000

Edition:

Final *****

Title:

Gov. Carnahan's last fund-raiser brought him before a special audience

Character:

or

Classification:

Submitting Office:

149A-SL-186162
St. Louis

Indexing:

"There was lots of talk about the mere fact that he supports us and believes in us strongly enough to show up and work the crowd," he said.

He said his group — the Human Rights Campaign — plans to give its highest honor, the Equality Award, posthumously to Carnahan at a dinner on Nov. 11 at the Chase Park Plaza.

"The award is being given for what he's done, and that cannot be erased," Siano said.

Meyer, Siano and Wunrow all said they would vote for Carnahan, whose name will remain on the Nov. 7 ballot.

John Todd, a business owner from south St. Louis, said he also planned to vote for Carnahan "to honor what I think would be his wishes to have that seat be in Democratic hands."

If Carnahan receives more votes than Ashcroft, Gov. Roger Wilson could appoint a Democrat in Carnahan's place.

FBI/DOJ

149A-SL-186162-24

To: Director, FBI
(Attn: Photographic Processing Unit, Rm. 1B903 TL151)

AIRTEL

From: SAC, ST. LOUIS (149A-SL-105162)(P) Cost Code: 3730

Date: 10/25/2000

Subject: CRASH OF MISSOURI GOVERNOR

☒ Unclassified ☐ Confidential ☐ Secret

HEL CARMAHAN'S AIRCRAFT:

HEL CARMAHAN - VICTIM;

RABBY CARMAHAN - VICTIM;

CHRIS SIFFORD - VICTIM;

10/16/2000; DESTRUCTION OF AIRCRAFT

ENCLOSURES:

CONTACT FOR INFORMATION:

Photographer

FTS-

	Size	Type	Quantity
Film	35mm color		18 rolls
Negatives			
Prints			
Other (specify)			

(color and black & white work will not be
accepted on same request)

WORK REQUESTED:

☐ Develop and print 1 ea. 3½ x 5

Other:

FDHQ is requested to:

1) Develop and print eight (8) each 4" x 6";

2) Scan all photos to CD;

3) Make four (4) copies each of the original CDs.

and return to St. Louis AS SOON AS POSSIBLE

JUSTIFICATION:

Ongoing investigation

RGM:kib

PHOTO TECHNICIAN (Intl.)

Rsm

149A-SL-186162-26

To: Director, FBI
(Attn: Photographic Processing Unit, Rm. 1B903 TL151)

AIRTEL

From: **ST. LOUIS (149A-SL-186162)(P)**

Cost Code: **3730**

Date: **10/25/2000**

Subject: **CRASH OF MISSOURI GOVERNOR
JIM CARRAHAN'S AIRCRAFT;
JIM CARRAHAN - VICTIM;
RANDY CARRAHAN - VICTIM;
CHRIS SIFFORD - VICTIM;
10/16/2000; DESTRUCTION OF AIRCRAFT**

☒ Unclassified ☐ Confidential ☐ Secret

b6
b7C

ENCLOSURES:

	Size	Type	Quantity
Film	35mm	color	5 rolls
Negatives			
Prints			
Other (specify)			
Film	126	color	1 roll

(color and black & white work will not be
accepted on same request)

CONTACT FOR INFORMATION:

Photographer
FTS-

WORK REQUESTED:

☐ Develop and print 1 ea. 3½ x 5

Other:

FBIHQ is requested to:

- 1) Develop and print eight (8) each 4" x 6"**
 - 2) Scan all photographs to a CD**
 - 3) Make four (4) copies each of the original CDs**
- and return to St. Louis AS SOON AS POSSIBLE**

JUSTIFICATION: **Ongoing investigation**

RM:kib

PHOTO TECHNICIAN (Int.) RSM

149A-SL-186162-27

Enclosure

To: Director, FBI
(Attn: Photographic Processing Unit, Rm. 1B903 TL151)

AIRTEL

From: SAC, ST. LOUIS (149A-SL-126162)(P) Cost Code: 3730 Date: 10/25/2000

Subject: CRASH OF MISSOURI GOVERNOR
 MEL CARRAHAN'S AIRCRAFT;
 MEL CARRAHAN & VICTIM;
 RANDY CARRAHAN - VICTIM;
 CHRIS SIFFORD - VICTIM;
 10/15/2000; DESTRUCTION OF AIRCRAFT.

☒ Unclassified ☐ Confidential ☐ Secret

b6
b7C

ENCLOSURES:

	Size	Type	Quantity
Film	35mm	color	7 rolls
Negatives			
Prints			
Other (specify)			

(color and black & white work will not be
accepted on same request)

CONTACT FOR INFORMATION:

Photographer

FTS-

WORK REQUESTED:

☐ Develop and print 1 ea. 3½ x 5

Other:

FBIHQ is requested to:

- 1) Develop and print eight (8) each 4" x 6"
 - 2) Scan all photographs to a CD
 - 3) Make four (4) copies of each original CD
- and return to St. Louis AS SOON AS POSSIBLE

JUSTIFICATION:

Ongoing investigation

RCN:kib

PHOTO TECHNICIAN (Int.) Rbm

149A-SL-186162-28

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/17/2000

To: ST. LOUIS

Attn: SUPV. [REDACTED]

b6
b7C

From: SPRINGFIELD

FAIRVIEW HEIGHTS RA

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: ~~149-SI-0~~ (Pending)

Title: GOVERNOR MEL CARNAHAN;
PLANE CRASH :
INFORMATION CONCERNING

COPIES:

FOIMS

GENERAL

b6
b7C

Synopsis: This EC in response to earlier conversation between SSA [REDACTED] SI and SSA [REDACTED] SL. For information of SL, Governor Carnahan's aircraft only in transient status at St. Louis Downtown Airport, Cahokia, Illinois, on Monday, October 16, 2000. Aircraft NOT based or maintained for service at St. Louis Downtown Airport. Aircraft arrived Monday, October 16th and departed that evening. Aircraft took on approximately 30 gallons of fuel.

b6
b7C

Details: On 10/17/00, Gary Driggers, CEO, Midcoast Aviation, St. Louis Downtown Airport (SLDAP), Cahokia, Illinois, advised that the twin engine Cessna utilized by Missouri Governor Mel Carnahan arrived at SLDAP on Monday, October 16, 2000. The aircraft was of transient status and was maintained as such while Governor Carnahan attended meetings during the day in St. Louis. Upon return to the airport, Governor Carnahan's aircraft was brought to the terminal area. At the request of the pilot, the aircraft was fueled and took on approximately 30 gallons. The aircraft departed the airport shortly thereafter.

Driggers could not be specific as to actual times of arrival and departure, but noted that, if necessary, such data could be secured from the FAA, St. Louis, in that IFR flight plans would have been filed.

Driggers could provide no information regarding the aircraft, noting it was not based out of nor serviced at SLDAP.

♦♦

149A-SL-186162-29

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 23 2000	
FBI - ST. LOUIS	

(Mount Clipping in Space Below)

(Indicate page, name of
paper, city and state.)

P 11, St. Louis Post
Dispatch, St. Louis, Mo.

Date: 10/18/2000

Edition: Final *****

Title: Nation's eyes turn to Missouri
as state grieves for Carnahan -
Wilson prepares for swearing in as
governor

Character:

or

Classification: 149A-51-186162

Submitting Office: St. Louis

Indexing:

GOV. MEL CARNAHAN: 1934-2000

Nation's eyes turn to Missouri as state grieves for Carnahan

FBI/DOJ

149A-51-186162-30

THE DEBATE: Contest goes on at Washington University, with moment of silence for Carnahan.



Gov. Mel Carnahan

THE CAMPAIGNS: Most statewide candidates suspend ads and appearances until after funeral.

THE ELECTION: Carnahan stays on the ballot. If he wins, Gov. Wilson will appoint a senator.

THE INVESTIGATION: Crash experts say work is complicated by terrain, extent of destruction.

**Wilson prepares
for swearing in as
bodies are ID'd**



JAMIE RECTOR / POST-DISPATCH

In a candlelight vigil Tuesday night in Forest Park, Joan Lipkin (center) and others mourn the death of Gov. Mel Carnahan. Lipkin is artistic director of That Uppity Theater Company.

(Mount Clipping in Space Below)

With family help, Mel Carnahan

got to know - and learned to

appreciate - St. Louis

A NOTE OF IRONY: "I know that every good and excellent thing in the world stands moment by moment on the razor edge of danger and must be fought for whether it's a field, or a home, or a country," from Thornton Wilder's prize-winning play, *The Skin of Our Teeth*, and shared by Missouri's first lady Jean Carnahan, which appeared in the beginning of Monday morning's Missouri Democratic Party Hotline e-mail.

MEL CARNAHAN was not a St. Louisan. By inclination and instinct, the guy was an outstater — a resident of the cautious and conservative part of "Missouriah" that often fails to appreciate the quirks of custom and cuisine that are exhibited by the citizens of Old North St. Louis, Soulard, Walnut Park, the CWE and Holly Hills. Neither snoots nor frozen custard nor brain sandwiches nor jack salmon on Fridays for him. Mel Carnahan was a Crown Candy, heavenly hash, meatloaf and

mashed potatoes kind of guy. During a hotly contested gubernatorial primary election eight years ago, Rolla-raised Mel Carnahan faced off with then-St. Louis Mayor Vince Schoemehl, the champion of urban living. One thrust of Schoemehl's campaign was that a lawyer from outstate could never understand the challenges of contemporary urban living.

Jerry Berger



MEL CARNAHAN took that charge to heart. After winning the primary election handily and going on to beat a scandal-weakened GOP opponent, the new guy took great pains to learn more about the state's largest and most troubled city. He met and charmed its new mayor, **Freeman Bosley Jr.** Their unlikely friendship made possible hundreds of projects in St. Louis that required the benediction of a governor. Jobs, houses, hotels, tax credits and aid for sports teams flowed in generous abundance from the Capitol dome in Jeff City into the city limits of St. Louis. With the

(Indicate page, name of paper, city and state.)

P A 2, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title: With Family help, Mel Carnahan got to know - and learned to appreciate - St. Louis

Character:
or
Classification: 149A-51-186162
Submitting Office: St. Louis

Indexing:

FBI/DOJ

149A-51-186162-31

governor's strong hand guiding things, years of court-ordered supervision of public education were swept down the River Des Peres by legislators and city voters — with the St. Louis Public Schools still largely financially viable and with school administrators granted a reasonable period in which to clean house and raise achievement, attendance and graduation levels. Some outstaters howled for blood, but Mel Carnahan got his way.

RELATIONS with the Boz's successor as mayor, **Clarence Harmon**, were less cordial. The quicksilver ex-police chief and the steady career pol whose word, once given, was his bond, seemed to struggle at times to find a common language. Still, key projects for hizzoner's city found support from the guv. An 1,100-room convention hotel, whose financing structure is so complicated that lawyers have had to hire lawyers to tell them how it works, will be built because Mel Carnahan knew that its construction and room capacity were key components for the revitalization of downtown. Projects involving the downtown Loft District,

Cupples Station, Old Post Office Square, Darst-Webbe, Homer G. Philips Hospital, and dozens of other rehabs and rescues were made more likely because Mel Carnahan knew their importance to the city's health and supported a battery of tax credits and grants to help encourage private investment in the old buildings. ConnectCare, the city's fragile health safety net, was being re-woven under the guv's careful direction.

MEL CARNAHAN'S eyes and ears in St. Louis were four accomplished young people he loved and trusted: two sons, creative **Tom** and steady **Russ**; a brilliant daughter, **Robin**; and a dramatic daughter-in-law, **Deb**. Where Mel and his other son, **Randy**, were outstaters, the other offspring were decidedly and determinedly St. Louisans. They graced nightclubs in the downtown warehouses, trendy restaurants and shops in the CWE, ethnic groceries on South Grand. And, they reported their observations — and hopes — to their dad. It was not unusual to see a crowd of Carnahans, anchored by a smiling ex-lawyer from Rolla, pile out of a dark-windowed state

SUV at Busch Stadium or at a veggie restaurant on Washington Avenue. The day the guv rode the scooter through the Loft District still produces incredulous smiles. The Carnahan kids were good guides to urban flora and fauna of St. Louis; and their pop was a good student.

THE COLUMNIST'S voice mail, e-mail and fax machine were overwhelmed Tuesday by people leaving anecdotes about the guv. Mel Carnahan at Wrigley Field cheering the Cardinals on a road trip. Mel Carnahan at the Trans World Dome trying to make sense out of a quesadilla. Mel Carnahan at the dedication of a new, single-family in-fill home in north St. Louis. Mel Carnahan reading to a kid in a public school. On his last evening, Mel Carnahan at the Century Celebration of Private Places for Private People in the CWE manse of **Howard Meyer**; at which many of the gay and lesbian members of the host committee pledged their support for his election. Retired St. Louis Police Col. **James Hackett** still remembers every word of his exchange of farewells with the guv as they stood on the house's stoop. Earlier that eve-

ning, St. Thomas-Aquinas-Mercy High teacher **Michael K. Rice** asked **Randy Carnahan**, "Do you fly over bad weather?" "No," replied Randy. "The aircraft can't get over the cloud ceiling."

STITCHED TOGETHER, these stories formed the picture of a man who had grown to love his state's biggest city in all of its diversity. Much of the credit belongs to his kids. More of it belonged to a man whose compassion for the disadvantaged and dedication to the notion of a life of public service had no modern equal in state politics. In gratitude for his acquired interest, more than a few city voters and their friends will likely be casting votes next month for a man who can no longer serve.

MEL CARNAHAN'S name appeared in this space almost 250 times — sometimes, unflatteringly; as often, with approval. Never, ever did a mention of his name draw anything from the guv but a bemused smile at our next meeting. He was fodder and source. Public figure and public servant. His loss, and the loss of two men dear to his heart, leaves a hole here that cannot be soon filled.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

P 21, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title:

Governor's son is called a good pilot who did not take chances with weather

Character:

or

Classification: 149A-186162
Submitting Office: St. Louis

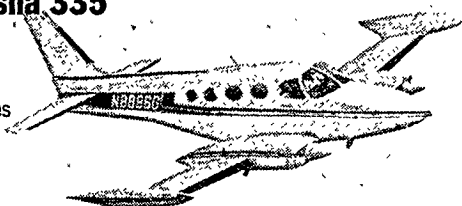
Indexing:

OK
[Signature]

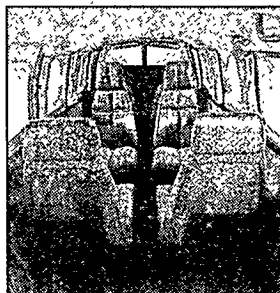
Governor's son is called a good pilot who did not take chances with weather

Profile of the Cessna 335

Length: 34 feet, 4 inches
Height: 12 feet, 7 inches
Wing span: 38 feet, 1.3 inches
Cruising speed: 247 mph
Top speed: 265 mph
Stall speed: 82 mph
Horsepower: 300
Gross weight: 5,990 pounds
Empty weight: 3,963 pounds



The Cessna 335 can carry four passengers and two crew members. Because the cabin is not pressurized, the aircraft cannot exceed 30,000 feet.



The aircraft includes a comfortable six-seat cabin and turbocharged engines. Air conditioning, writing tables, and 40- and 63-gallon auxiliary fuel tanks also were options.



Cessna built 65 335s. The aircraft was produced only in the 1980 model year. It was Cessna's last piston-engined model.

Source: Cessna POST-DISPATCH

Early evidence suggests problem with aircraft's instruments or engines

BY KEN LEISER
Of the Post-Dispatch

Roger "Randy" Carnahan was described Tuesday as an experienced but cautious pilot who had logged hundreds of hours of flying time.

One day after the plane crash that claimed the life of Gov. Mel Carnahan, his oldest son, Randy, and Gov. Carnahan's former chief of staff, Chris Sifford, Randy was described by his Rolla law partner, William E. Hickie, as a "very disciplined pilot" with 1,600 hours of flying time.

Hickie said the younger Carnahan never took any shortcuts and had canceled flights in the past when weather conditions were too poor to fly.

"He has an excellent reputation as a pilot," Hickie said. "I don't say that because he's my friend. He has fastidious attention to detail on all areas of flying. He has good judgment about when to fly and when not to, and he is not hesitant to decide not to fly."

The twin-engine Cessna 335 that Randy Carnahan was flying under instrument flight rules took on about 30 gallons of fuel Monday at St. Louis Downtown Parks Airport in Cahokia for a flight to New Madrid, Mo.

It was a relatively small amount of fuel but standard for an instrument flight plan in bad weather. A short time later, something went terribly wrong.

Just before the plane went down in a rural area of Jefferson County, the pilot radioed approach controllers at St. Louis that he was having a problem with the plane's "gyro," or gyroscope, an indication that he may have become disoriented, one aviation expert said Tuesday.

The twin piston-engine aircraft was one of just 65 manufactured by Cessna in the 335's only year of production, 1980, said Jennifer Whitlow, spokeswoman for the airplane manufacturer in Wichita, Kan.

It was introduced largely to replace the Cessna 310. In fact, early news accounts of the crash mistakenly reported that the downed plane was a Cessna 310.

Whitlow said the 335 — a six-seat aircraft often used for corporate and charter flights — was discontinued because a "severe downturn" in the light plane market that forced Cessna to discontinue production of piston-powered aircraft.

"It wasn't performance," she said. "We just didn't position it correctly to be able to sell it in the market."

FBI/DOJ

149A-186162-32 [Signature]

The plane was owned by the Carnahans' Rolla law firm of Carnahan Hickie & Calvert and had never been involved in an accident before, records and interviews show.

The National Transportation Safety Board arrived at the accident scene on Tuesday to begin an investigation that board member Carol Carmody said could be lengthy.

Before Monday's crash, there had been eight accidents and incidents involving the Cessna 335 dating back to 1981, including one that resulted in fatalities, according to safety board reports.

But an official at the Aircraft Owners and Pilots Association said he knew of no significant safety problems with the Cessna 335.

"The airplane is known as a good, solid airplane," said Warren Morningstar, a spokesman for the group. "Some airplanes are known as being more difficult than others. The 300 series Cessnas are not."

Carnahan's plane was believed to have left Parks airport about 7 p.m. Monday.

Gary Driggers, chief operating officer of Midcoast Aviation Inc., at the Cahokia airport, said the minimal fueling was "normal when the weather is bad."

Pilots flying under instrument flight rule conditions are required to take on enough fuel to make their destination in addition to reaching any alternate sites plus an additional 45 minutes.

The plane was flying at 6,500 feet when Randy Carnahan apparently reported he had a problem with the gyroscope, or artificial horizon, an instrument that tells a pilot whether the plane is level with the ground. The plane later disappeared from the radar screen at the Tracon, the approach control

center located at Lambert Field.

The crash occurred at 7:32 p.m., said Federal Aviation Administration spokeswoman Elizabeth Isham Cory.

Paul Czyst, a professor of aerospace engineering at Parks College of Engineering at St. Louis University, said early evidence and witness accounts led him to suspect engine problems.

He based his conclusion on the facts that the Missouri Highway Patrol had found an engine cylinder away from the crash scene and that a witness said the engines had sounded as if they were "screaming."

But the report of a problem with the plane's artificial horizon may point to the pilot becoming disoriented in the heavy rain and dark of night, conditions Czyst described as "zero-zero."

"It could be a cascade of tragic events that made it more and more difficult for him to recover unless he was a very, very experienced pilot," said Czyst, who has investigated accidents.

Cory said Randy Carnahan was an instrument-rated pilot with a current second-class medical certificate and a commercial pilot certificate. He had no accidents or incidents on his record.

Records show he wore corrective lenses, Cory said.

Bill Bell Jr., Tim O'Neil and Dawn Fallik of the Post-Dispatch staff contributed information for this article.

To contact reporter Ken Leiser:
E-mail: kleiser@postnet.com
Phone: 314-340-8119

Other crashes involving Cessna 335

According to the National Transportation Safety Board, there were eight other accidents involving Cessna 335 models from May 1981 through November 1999. Only one was fatal:

■ Dec. 2, 1988: Arlington, Wash. Pilot was Charles W. Garton, 52, of Lake Stevens, Wash. The pilot was cleared for landing, but he said he did not see the runway and was cleared for a second approach. The airplane crashed two miles east of the airport. Cause: dark night and fog. Pilot and his passenger were killed.

The other crashes:

■ March 2, 1993: Owensboro, Ky. The accident was due to failure of airport personnel to report the runway condition where snow was left piled on the edges of the runway. Related factors were a dark night, fog and the snow-bank. A passenger sustained minor injuries.

■ July 14, 1989: Pontiac, Mich. There were no passengers and the pilot was not injured. Cause: The right main landing gear collapsed. An investigation showed there was a loose nut and the inner gear door was not fully closed.

■ Dec. 11, 1985: in Yuba City, Calif. The pilot and one passenger received minor injuries. Cause: Pilot lost power in both engines. Power was restored to one engine and the plane started to roll and crashed.

■ Feb. 12, 1985: Barrville, Pa. Pilot hit a wind shear and lost control of the plane. He received serious injuries. No passengers.

■ Dec. 5, 1985: Pendleton, Ore. Pilot experienced vibrations and the aircraft began falling and crash-landed. Pilot and one passenger were seriously injured. The aircraft had a history of water in the fuel system, and the inner "O" rings in the fuel filler were found to be "excessively worn."

■ Aug. 1, 1984: University Park, Pa. Right main gear collapsed during landing. No injuries.

■ May 1, 1981: Fort Lauderdale, Fla. Pilot apparently failed to level off plane prior to hard landing. Pilot lacked familiarity with the aircraft.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

P 116, St. Louis Post Dispatch, St. Louis, Mo.

Date: 10/18/2000
Edition: Final *****

Title: St. Louisans express admiration for a "down-to-earth" man

Character:
or
Classification: 149A 51-186162
Submitting Office: St. Louis

Indexing:

THE MOOD HERE

St. Louisans express admiration for a "down-to-earth" man

By ELLEN FUTTERMAN
Of the Post-Dispatch

Gov. Mel Carnahan's untimely death stunned St. Louisans, with many first learning about it on television Monday night after the Cardinals-Mets game or when they awoke Tuesday. Several said they were having trouble concentrating at work because they were so saddened by the news. And some said they were still planning to vote for Carnahan despite the tragedy.

"I am so disappointed and shocked," said Renee Hardin-Tammons, a lawyer in St. Louis County. She also serves on the Missouri Arts Council and had been appointed to that post by Carnahan.

"I had met him on different political occasions connected to the Arts Council," she said. "I liked and respected him.

"I stayed up until 1:30 a.m. watching the news. I find myself wanting to listen to the news all the time to hear the latest report. I even went home at lunch time for that reason, and I don't usually go home for lunch."

Cindy Fitzgerald and Brenda Harris, both employed by Site Oil in Clayton, discussed the tragedy while seated on a park bench during their lunch break. "We were wondering what happens now," said Fitzgerald, who first heard about the governor's fatal plane crash when she returned from bowling Monday night.

"I think a lot of people were behind him, and he might even still win," added Harris, who like her co-worker, plans to vote for him. Carnahan, who was running for the U.S. Senate, will remain on the ballot Nov. 7. If he receives more votes than his opponent, Sen. John Ashcroft, R-Mo., Gov. Roger Wilson will appoint someone in Carnahan's place.

"I pretty much agreed with his views," said Fitzgerald. "And I liked his ad campaigns. He didn't smear his opponent. At least not in the ads I saw.

"He seemed to be a country boy to me — down-to-earth. He pretty much stuck to his word and followed through."

Lawyer Greg Hoffmann said he didn't agree with Carnahan's politics but thought he had a lot of integrity. "He seemed very forthright," said Hoffmann. "You knew where he stood."

Timothy Fowler, the assistant music editor at streamsearch.com, first heard the news when he got to work Tuesday morning. "A co-worker told me, and I thought he was kidding," said Fowler while he ate lunch at the Fatted Calf in downtown Clayton. "I was shocked. I really wonder how it will affect the election and whether the other candidates will

manipulate this to their advantage. I had planned on voting for (Carnahan). I guess I'll see what my options are now."

Steve Cohen of Olivette said he had been so disgusted by the Cardinals losing the National League Championship Series to the Mets that he turned off the television before the news came on. When he picked up the morning paper, he couldn't believe the headline.

FBI/DOJ

149A 51-186162-33

"I feel horrible, not only for myself but for Missouri politically," he said. "But I'm still planning on voting for Carnahan. No way could I bring myself to vote for John Ashcroft."

Joseph Whitfield, an information technology consultant, echoed similar sentiments. He closely follows politics and had "anticipated a good race between Carnahan and Ashcroft to the end." Whitfield said he also had the chance to meet and interview Carnahan a few years ago when he was part of the CORO Foundation leadership program.

"It was good to see that so much of the positive chatter about him was true," said Whitfield of south St. Louis. "I was impressed with how laid-back, yet straightforward he was. He seemed so honest and genuine in the way he answered our questions. It wasn't like he was trying to give us a sound bite."

Dru Thomas grew up in Carnahan's hometown of Rolla, Mo., and was very good friends with Carnahan's niece, Betty Thomas, a video producer and Web designer, recalled in the early 1960s riding around southern Missouri with Carnahan and his brother, who was Betty's dad, during one of Carnahan's first campaigns for public office.

"I remember there was a piano in the back of this pickup truck, and we would all sing campaign kind of songs on the road," said Thomas, of Chesterfield. "These are very fond memories."

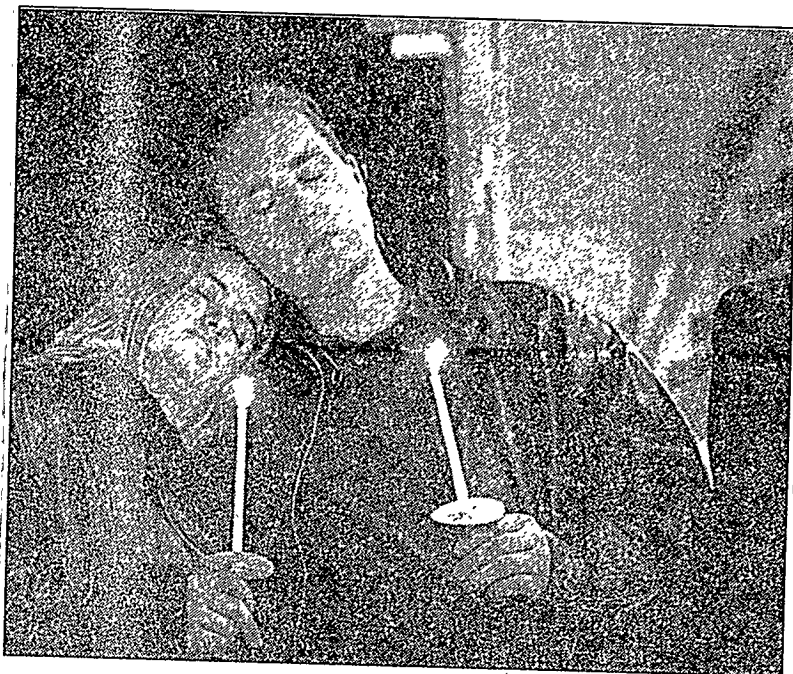
Geri Redden said that when Carnahan was first elected governor in 1992, she wasn't all that thrilled. But over the years, her opinion changed and she came to

have great respect and admiration for him.

"I think I was put off at first by his quiet demeanor," said Redden, who heads the National Violence Prevention Project based in St. Louis. "But he gained my respect because of the way he stuck to the issues. He was like a bulldog. He had his beliefs and what he felt was right. He wasn't someone who was swayed from his values."

"He was a solid leader, a solid public servant and a solid Democrat," said Redden. "And he solidly gained my respect. I am so saddened by the news that he is gone."

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JAMIE RECTOR / POST-DISPATCH

Valerie Robbins and her fiancé, Todd Bennett, mourn the death of Missouri Gov. Mel Carnahan at a candlelight vigil Tuesday night at the World's Fair Pavilion in Forest Park.

(Mount Clipping in Space Below)

CANDIDATES' REACTION

Most bring campaigns to temporary standstill

BY ERIC STERN
Of the Post-Dispatch

Political candidates and parties pulled television ads and suspended campaign activities as the state mourned the loss of Gov. Mel Carnahan, who was killed in a plane crash Monday.

On Democratic and Republican fronts, campaign appearances have been postponed or canceled, fund-raising phone calls put on hold and even some campaign Web sites shut down.

The Missouri Republican Party Web site (www.mogop.org) is blank, save a short statement from chairwoman Ann Wagner: "We are shocked and saddened at the deaths of Governor Carnahan, his son Randy, and (aide) Chris Sifford. This is a time for prayer."

Carnahan was flying to a campaign event in New Madrid, Mo., from St. Louis when his plane crashed in Jefferson County. Carnahan, the Democratic candidate for Senate, will still appear on the ballot against Sen. John Ashcroft, R-Mo., but Ashcroft's campaign has been put on hold out of respect for the Carnahan family.

The accident also paralyzed political activity down the ballot. Almost every candidate for statewide office has shut down campaign operations — just three weeks before the election Nov. 7. The most noticeable change was the disappearance of most television campaign spots, although some TV stations were unable to catch all the ads before they aired.

Many lesser-known candidates for statewide and congressional offices have been struggling to step out of the shadow of the presidential and Senate races and only recently began airing television commercials.

But Andy Glassberg, a professor at the University of Missouri at St. Louis, said it's expected that candidates from both parties would take some time off from tense and often personal campaigns.

"I would assume people will be quiet and respectful until after the funeral," said Glassberg, who heads the school's public policy administration program.

A handful of politicians — including Republicans Matt Blunt, a candidate for secretary of state, and Bill Federer, a Republican candidate for the 3rd District congressional seat, plan to continue airing television ads.

Andy Blunt, the candidate's adviser and brother, said the campaign was "taking a couple of days off," but Blunt's TV commercials will not be pulled because of the campaign's limited resources in a saturated ad market.

Andy Blunt defended the ads as being in good taste — upbeat and biographical.

The Democratic candidate for the office, Steve Gaw, has suspended his campaign activities like many others, including candidates for governor — Republican Jim Talent and Democrat Bob Holden.

"We just canceled everything," said Kim Baldwin, a Holden spokeswoman.

"We're taking it one day at a time," said Talent spokeswoman Michelle Dimarob.

The answering machine at the campaign office of Joe Maxwell, Democratic candidate for lieutenant governor, offers a condolence prayer for the Carnahan family.

Wendell Bailey, Republican candidate for lieutenant governor, has canceled appearances and fund-raisers. Bailey is a former state treasurer who worked down the hall at the Capitol when Carnahan served as lieutenant governor.

(Indicate page, name of newspaper, city and state.)

P A16, St. Louis Post Dispatch, St. Louis, Mo.

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Most bring campaigns to temporary standstill

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Bailey worries about flights

Bailey also is taking further pause because he flies a single-engine Cessna airplane. Bailey says he hasn't piloted his own plane during this campaign because the pressure to crisscross the state can make flying unsafe.

"The push to get there on time is an unreasonable factor," Bailey said. "It's too much."

In other races, Republican Todd Akin and Democrat Ted House — candidates for the 2nd Congressional District seat — have halted campaign activities indefinitely.

"We're going to take some time off," said Crystal Litz, House's campaign manager. An Akin aide said that campaign was being put on hold.

Democrat Nancy Farmer and Republican Todd Graves — the candidates for state treasurer — also have stopped campaigning.

"We just need to reflect on everything," said Jeff Roe, Graves' campaign manager.

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Kind words for a kind man

With Gov. Carnahan's death, Missourians have lost a friend

When state Sen. William Lacy Clay Jr. heard about Gov. Mel Carnahan's death this week, he thought about a meeting he had with Carnahan this year.

Clay, who had known Carnahan for nearly 20 years, was meeting with the governor in his office in Jefferson City. Carnahan, who was seeking the U.S. Senate seat held by Republican John Ashcroft, and Clay, the odds-on favorite to win the 1st District seat in Congress over Republican Z. Dwight Billingsly, were imagining.

Greg
Freeman



The Front Porch
forum at:
postnet.com/freeman
gfreeman@postnet.com

Clay was no Johnny-come-lately to the Carnahan camp. For several years they worked together on several projects, most notably the bill that settled the St. Louis school desegregation case, and Clay was a major local supporter in 1992 when Carnahan ran for his first term as governor. Clay, the sponsor this year of a measure that named part of Interstate 55 after civil rights pioneer Rosa Parks, was planning to see Carnahan next week. "We were scheduled to dedicate I-55 to Rosa Parks," Clay said. "This is a tremendous loss."

Clay said that his family and the Carnahans are close. "Our families are close because of public service," he said. "My daughter goes to school with his grandson."

Carnahan was "always chipper and cheery," Clay said. "He had a real passion for his work. But at the same time, he was a real family man, a loving father, a kind grandfather. I always found him to be a kind man."

I got a glimpse of the governor's kindness last month. I had written a column noting that I suffer from a form of muscular dystrophy, a diagnosis that I received only a couple of months ago. In that column, I'd written that despite the disease, I wasn't going to let it control me. I plan to remain busy, I wrote.

A few days later, I received a handwritten note from the governor. "I read your article about your experience with M.D.," he wrote. "You are to be commended for your approach to this new condition in your life. It is evident to me that you will persist and prevail because of your positive attitude. I wish you the best."

I must say that I was moved. Carnahan was in the midst of a heated campaign, and I was impressed that he was kind enough to take time out of a schedule that I'm sure was busy to drop me a note.

It's no wonder so many Missourians were impressed with him.

And if I hadn't been sure, I got a confirmation of that Wednesday morning on "St. Louis on the Air," a radio talk show that I host daily on KWMU-FM.

Wednesday's topic was Carnahan's legacy and, in addition to a panel of politicians and political experts, listeners were invited to call in and express their thoughts. One by one, listeners called in and expressed deep admiration for Carnahan.

It's too late to remove Carnahan's name from the ballot. Out of about 15 calls that we took Wednesday, maybe 13 said that they planned to vote for Carnahan anyway, either as a tribute to him or because they believed in the ideals of the Lincolnesque governor.

If Carnahan were to somehow win the election, Gov. Roger Wilson would appoint a successor to the Senate.

(Indicate page, name of paper, city and state.)

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Dispatch, St. Louis, Mo.

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Missourians have lost a friend

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No one knows what's happening on that front right now. Missourians, along with the Carnahan family and the family of Chris Sifford, Carnahan's aide who also perished in the plane crash, are still grieving. There will be time to talk about politics. Right now, Missourians are busy remembering the many accomplishments of the plain-spoken, quietly aggressive governor.

Not only have we lost perhaps one of the greatest governors in recent history and a potential senator. Missouri has lost a friend.

44A-51-186162-35

(Mount Clipping in Space Below)

Memorial service will be on Friday

Funeral arrangements were announced Wednesday for Gov. Mel Carnahan and his son, Roger "Randy" Carnahan, who died Monday in a plane crash along with the governor's campaign adviser, Chris Sifford.

Gov. Carnahan will lie in state, so the public may pay respects, in a closed casket at the Governor's Mansion in Jefferson City from noon to 8 p.m. today.

President Bill Clinton and Vice President Al Gore are scheduled to attend a memorial service for Gov. Carnahan at 11:30 a.m. Friday on the south lawn of the Capitol. State offices across Missouri will be closed Friday and individual school districts will be allowed to decide whether to hold classes Friday.

On Saturday, Gov. Carnahan's casket will be at First Baptist Church of Rolla, Mo., from 10 a.m. to 10:50 a.m. for the public to pay respects. Private family services and burial will take place at Carson Hill Cemetery in Ellsinore, Mo.

In lieu of flowers for Gov. Carnahan, the family asks that contributions be made to the Children's Trust Fund, P.O. Box 1641, Jefferson City, Mo. 65102-1641. The trust fund is a nonprofit charitable organization that addresses the needs of abused and underprivileged children in Missouri.

Randy Carnahan's casket will also be at First Baptist Church of Rolla from 10 a.m. to 10:50 a.m. Saturday. The funeral will begin at 11 a.m. with private services and burial at Carson Hill Cemetery.

In lieu of flowers for Randy Carnahan, the family asks that contributions be made to the International Mission Board, P.O. Box 6767, Richmond, Va. 23230. The gifts will be applied for the use of missionaries in equatorial Brazil.

Visitation for Chris Sifford will be at 2 p.m. Saturday at Morgan Sifford Funeral Home in Puxico, Mo. The funeral is scheduled for 2 p.m. Sunday at the Puxico High School gymnasium. Burial will be at the Puxico Cemetery.

Memorials may

(Indicate page, name of
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Jwb

Fallout from Carnahan's death worries party

Some want Jean Carnahan to carry Democrats' torch

By Jo Mannies
and Jon Sawyer
Of the Post-Dispatch

Alice Clark, a union factory worker from Ferguson and a loyal Democrat, says she's looking to Gov. Mel Carnahan's widow to protect his legacy — and prevent Democratic losses at the polls Nov. 7.

"Let his wife step in, and then the sympathy vote will still be there," Clark said Wednesday. "Otherwise, I don't think it'll be there."

Other Democrats, both rank-and-file and leaders, share Clark's concern and hope, although they are reluctant to voice it now. That their thoughts are turning to Jean Carnahan to carry on the U.S. Senate bid of her husband is prompted in part by the political fear gripping the party as it grapples with the impact of the governor's death Monday night in a plane crash.

Carnahan's bid to unseat Sen.

John Ashcroft, R-Mo., was the headline-grabbing contest that both parties were counting on to pull voters into the polls.

With Carnahan gone, the worry is that despairing Missouri Democrats might stay home. That could help swing the state for Republicans, not only in the Senate race, but also in tight contests for the presidency and for governor.

New Gov. Roger Wilson was among those who said Wednesday that it's too soon for such discussion. "Those things are not on the radar screen," he said.

See Democrats, A10

149A-5L-186162-37 AW

Democrats

Fallout from Carnahan's death worries Democrats

Continued from A1

Bob Kelley, president of the Greater St. Louis Labor Council and a powerful Democrat, says he agrees. But by this weekend, he asserted, the party must act swiftly to prevent the despair over the governor's death from discouraging Democrats from going to polls to vote for Vice President Al Gore for president and state Treasurer Bob Holden for governor.

"Some serious soul-searching is going to have to go on," Kelley said. "After the funeral, we'll have to hit the ground running."

Carnahan's name will remain on the ballot; if he should win, it would be up to Wilson to appoint a successor. Activists want him to announce soon whom he would appoint in order to energize Democrats.

Nationally, Carnahan's death complicates the already formidable challenge Democrats faced in winning control of the Senate. He was in the top tier of the party's candidates nationwide, and many political observers believed he was in position to defeat Ashcroft.

Democratic Party officials in Washington declined to speculate on the potential of Jean Carnahan entering Missouri's muddled political picture. Political analysts were intrigued by the prospect but unsure of its potential effect on the election because they could recall no similar scenario in American politics. While political widows have stepped in to run successfully for their husbands' seats — Rep. Jo Anne Emerson, R-Cape Girardeau, is a case in point — experts could recall no situation where voters were asked to support a dead man knowing that his wife would be taking the office.

"This is uncharted territory," said Stuart Rothenberg, who publishes the authoritative Rothenberg Political Report. "It's hard to know how voters would respond, and it's hard to know how candidates would respond."

He said that he would be skeptical that such a tactic could work for Democrats but added that he wouldn't rule it out. "I think voters would want to know something about Mrs. Carnahan and whether she is capable and ready for the job. I understand how core Democrats would vote for her. But I don't understand how she wins. It would make it difficult on Ashcroft; I don't see how he could attack or criticize her," he said.

Remembering Litton

Some Missouri Democrats fear a replay of 1976. That year, the party also was faced with replacing a U.S. Senate nominee who died in a plane crash: Rep. Jerry Litton, D-Chillicothe.

Kelley recalls that it took the party nearly a month to regroup and find a replacement for Litton, who died on the night of the primary election.

But now, "unfortunately, it's going to have to happen in three days," Kelley said.

"There's some personal devastation that's going to take a little time to overcome," Kelley said. "But the issues that were important before the governor's death remain important now."

Local GOP consultant Paul Zemitzsche said such Democratic concerns are on the mark. "There is an argument that we could see a suppression of the Democratic vote because people are obviously distraught over the loss and may be less inclined, in general, to vote," Zemitzsche.

While a Republican, he also believes that the Democrats have only one option: recruit Carnahan's widow to run in his place, thus energizing his supporters and galvanizing the public.

"She's the only one who can pull it off," Zemitzsche said.

Jean Carnahan has been an active player in her husband's political career, speaking often in his place at campaign functions. Within Democratic circles, she's long been regarded as a savvy political player and a key reason why their adult children are politically active.

During her husband's terms as governor, Jean Carnahan has written and published two books.

Since his death, she's been the object of waves of sympathy in Jefferson City, as state employees and officials watch her deal with her enormous grief while also overseeing the preparations for her husband's outdoor memorial service on Friday. Gore and President Bill Clinton are among the thousands expected to attend.

Roy Temple, executive director for the state Democratic Party and a close friend of the victims, said Wednesday of any draft-Jean Carnahan talk: "I don't think anyone would dream of having that conversation with her right now, and they shouldn't."

Electoral math

The Republicans hold a 54-to-46-seat margin in the Senate. There are 34 seats up for election this November, 19 of them now held by Republicans and 15 by Democrats. Party control will probably be determined in 14 highly contested seats, nine of them now held by Republicans and five by the Democrats.

The battleground states for the Senate where seats are now held by the GOP include Missouri, Delaware, Michigan, Minnesota, Montana, Washington, Rhode Island, Florida and Pennsylvania. Those now in Democratic hands include New York, Nevada, Virginia, Nebraska and New Jersey.

To win control of the Senate, Democrats would need to take at least 10 of these seats, a tall order under any circumstances and tougher still after Mel Carnahan's death.

Yet on Capitol Hill this week, attention focused most on the cruel vagaries of life and death.

One reason Democrats came to believe they had a shot at Senate control was the death this summer of Sen. Paul Coverdell, R-Ga., and his replacement by Democrat Zell Miller. There has also been discussion about the recent hospitalization and health problems of Sen. Strom Thurmond, R-S.C. At 97, he is the Senate's oldest member; he also serves a state where the governor is a Democrat.

"You never know what's going to happen," said Ranit Schmeltzer, spokesperson for Senate Minority Leader Tom Daschle, D-S.D. "Republicans had the unfortunate death of Paul Coverdell. We've now had the unfortunate death of Mel Carnahan. Politics is not a static situation. As much planning as you do, things happen that you can't account for."

Party strategists say the increasing odds against the Democrats winning a majority will probably ease the pressure on Sen. Joseph Lieberman to give up his dual bid for re-election to the Senate from Connecticut while simultaneously running for vice president on the Democratic ticket.

Some Democrats have called on Lieberman to step down from the Senate race. Should he win the vice presidency and resign from the Senate after the election, they note, his successor would be chosen by Gov. John G. Rowland, a Republican.

"But with less of a chance to take over the Senate there's less pressure on him now," one source said. "You just do the math: What's the difference if we end up with 47 seats instead of 48?"

Bill Lambrecht of the Post-Dispatch Washington Bureau contributed information for this story.

P postnet.com/links Find out more about the Democratic Party at the state and national levels.

(Mount Clipping in Space Below)

Indicate page, name of newspaper, city and state.)

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Funeral services for Gov. Mel Carnahan

TODAY: Gov. Mel Carnahan will lie in state in a closed casket at the Governor's Mansion in Jefferson City from noon to 8 p.m.

FRIDAY: President Bill Clinton and Vice President Al Gore are scheduled to attend a memorial service for Gov. Carnahan at 11:30 a.m. on the south lawn of the Capitol.

SATURDAY: Gov. Carnahan's casket will be at First Baptist Church of Rolla, Mo., for the public to pay respects from 10 a.m. to 10:50 a.m. A private family service and burial will be held at Carson Hill Cemetery in Ellsinore, Mo.

Gores pay respects to Carnahan's family

He will lie in state
for 8 hours today at
Governor's Mansion

Day of mourning is declared

BY TERRY GANEY
Jefferson City Bureau Chief

JEFFERSON CITY — Gov. Mel Carnahan will lie in state at the Governor's Mansion today for the first of three days of events honoring him.

Between noon and 8 p.m., the public may pay respects to Carnahan, who died Monday night with his son Roger "Randy" Carnahan and aide Chris Sifford in a plane crash in Jefferson County.

Vice President Al Gore and his wife, Tipper Gore, offered condolences to Carnahan's widow, Jean Carnahan, and other members of the family on Wednesday. Gore may return Friday when President Bill Clinton and his wife, Hillary Rodham Clinton, are scheduled to attend a funeral service on the state Capitol grounds.

Also planning to attend is Sen. John Ashcroft, R-Mo., whom Carnahan was trying to defeat in the Nov. 7 election when his campaign plane went down en route to a political event in New Madrid, Mo.

Gov. Roger Wilson, in one of his first official actions, declared Friday a day of mourning in Missouri. He said state offices across Missouri would be closed and individual school districts would be allowed to decide whether to hold classes Friday.

About 9:55 a.m. Wednesday, the Gores' gleaming black Cadillac pulled into the driveway of See Condolences, A10

Condolences

Gores pay respects
to Carnahan's family

Continued from A1

what had been Carnahan's home for nearly eight years. After the Gores were inside about 30 minutes, Jean Carnahan emerged from the front door with the vice president on one side and his wife on the other. Arm-in-arm they descended the steps and approached a fountain that was installed on the grounds in 1996 at Jean Carnahan's request.

FBI/DOJ

149A-SL-186162-38AW

Called "The Children's Fountain," the sculpture is designed to recognize child health care. One of the three fountain figures depicts Carrie Crittenden, the only child to die in the mansion. She was the daughter of Gov. Thomas Crittenden, a Democrat who served from 1881-1885.

At one point, Tipper Gore hugged 6-year-old Andrew Carnahan, the governor's grandson and one of two children of Russ and Debra Carnahan of St. Louis. The Gores also offered condolences to about 30 members of Carnahan's staff who formed a receiving line. Jean Carnahan and her children also walked through the line to talk to the staff members.

Numbled by two days of sorrow, fatigue and lack of sleep, the staff of both Carnahan's government and campaign offices seemed intent on responding to every request as quickly and as courteously as possible.

"We're trying to focus on the job as much as we think the governor would want us to," said Joe Bednar, Carnahan's chief counsel. "His legacy keeps us going."

Wilson sworn in

Gov. Wilson was sworn in at 1:08 a.m. Wednesday in a somber ceremony in the governor's office in the Capitol. He signed an executive order closing state government offices and offering condolences to the Carnahan family.

"While Missourians have been grieving the loss of their great governor for the past few days, a day of mourning on Friday will give the citizens of this state some time to reflect upon the many accomplishments of Governor Carnahan and pay tribute to him," Wilson said.

Businesses in Rolla began putting large black ribbons on their storefronts Wednesday. Private funeral services are scheduled there Saturday for both the governor and his son. Services for Sifford will be held Sunday at the high school gymnasium in Puxico, his hometown.

For years Wilson had dreamed of being governor, but he decided

to retire from politics after this term. His swearing-in ceremony seemed more like part of a nightmare. For hours, his family and friends had waited in the Capitol until about 12:30 a.m., when the Jefferson County medical examiner's office announced that it had identified Carnahan's body.

Bednar said the confirmation from the medical examiner was "legally sufficient" to allow for Wilson to become governor. Bednar said Wilson was sworn in when he was "to provide as smooth a transition as possible in difficult circumstances."

Accompanied by his wife, Pat, and children Drew and Erin, Wilson repeated the oath of office administered by Circuit Judge Gene Hamilton of Fulton, a longtime friend of Wilson's family. About 30 people were on hand, including Wilson's mother, Emily McCaslin, and his stepfather, Bill McCaslin.

Several members of Carnahan's staff were also present. The top of the large wooden desk once occupied by Carnahan had been cleaned off. Wilson said he would carry out the policies of Carnahan's administration for the next 2 1/2 months until his successor, determined by next month's election, assumes office.

"We can't lose sight of the fact that the strength of Missouri is in its people," said Wilson, 52. Wilson had been serving as acting governor since Monday night, based on a determination that Carnahan was unable to perform the functions of the office.

Wilson, who said he got two hours of sleep each of the past two nights, said he quit his part-time job at a Brentwood money management firm as soon as he learned Carnahan's plane was down.

"The minute I got the call . . . I called the managing partner" of Rockwood Capital Advisers, Wilson said. Wilson handled client contacts and helped market the firm's services — managing bond investments for pension funds and foundations.

Wilson said he would probably resume his job there when he leaves the governor's office in January.

Wilson said he is still living at his home in Columbia, about 30 miles from the Capitol. Highway Patrol officers who work on the governor's security detail are now following him around, but "sometimes I order them to just go home and go to bed."

He also urged them not to follow his son, Drew, a senior at Hickman High School. "He'd be mortified if he had to walk down the hall with security," Wilson said.

Wilson said Jean Carnahan could stay in the Governor's Mansion "as long as she needs to. My wife and I both feel, until this is resolved, Jean Carnahan is the first lady of the state of Missouri."

Wilson deflected questions

about politics, saying now was the time to think and pray for the Carnahan and Sifford families. Because of the timing of Carnahan's death, his name remains on the ballot as a candidate, and should he win, it would be up to Wilson to appoint someone in Carnahan's place.

Ashcroft's campaign office announced that he has extended through Sunday the cessation of campaign activities. It also announced that Ashcroft and his wife, Janet, and staff members would attend the funeral services, set for 11:30 a.m. Friday.

"Janet Ashcroft and I hope that all Missourians will join in prayer for healing and strength for the Carnahan and Sifford families and for our state," Ashcroft said in a prepared statement.

The services will begin with a procession from the mansion to the Capitol, with the governor's casket carried on a caisson. Workers placed a polished marble funeral bier in front of the Capitol on Wednesday. It will hold the casket during the ceremonies. They also erected a stage for speakers, who will include people who played major roles in Carnahan's public life.

Senate tributes

In a tribute on the floor of the U.S. Senate on Wednesday, Sen. Christopher "Kit" Bond, R-Mo., referred to Carnahan's "tremendous accomplishments and contributions to the people of Missouri," among them economic growth and reform of the welfare system.

"The fruits of Mel Carnahan's efforts will be felt for many years to come," Bond said. "He loved Missouri and Missourians. He always wanted the best for his state. He believed in keeping touch with rural Missourians. He died trying to get to a campaign event in a small town that few out of our state had ever heard of."

Recalling Carnahan's words at a commencement address, Bond said, "Each of us has such a short time to make our mark on the world. Surely Carnahan wasted no time. Our lives are richer for it."

Sen. Kent Conrad, D-N.D., recalled negotiations with Carnahan in recent weeks over perennial efforts by North Dakota to pump water from the Missouri River.

"I found Governor Carnahan to be absolutely ferocious about protecting the interests of his state," Conrad said.

Conrad recalled the death 24 years ago of Missouri Rep. Jerry Litton of Chillicothe, also in the crash of a light plane. "It almost makes you wonder if Missouri is somehow star-crossed with leaders of that caliber so widely respected by the people of the state dying in such tragic accidents," he said.

Virginia Young, Bill Bell Jr. and Bill Lambrecht of the Post-Dispatch staff contributed informa-



WENDI FITZGERALD / POST-DISPATCH

Jean Carnahan and her grandson Andrew, 6, greet Vice President Al Gore and his wife, Tipper, on Wednesday at the Governor's Mansion in Jefferson City. The Gores paid a sympathy call on Jean Carnahan after the death of her husband and son in a plane crash Monday.



ROBERT COHEN/POST-DISPATCH

A memorial for Gov. Mel Carnahan stands in the lobby of the Wainwright State Office Building downtown Wednesday. A book of condolence from Lupton Chapel was available for signatures. More than 420 names had been signed by Wednesday afternoon. The book will be sent to the Carnahan family.

(Mount Clipping in Space Below)

Indicate page, name of newspaper, city and state.)

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Mrs. Carnahan is praised for

warmth as person, strength as advocate

She and Mel Carnahan
met as teen-agers, more
than 50 years ago

BY BILL BELL JR.
Of the Post-Dispatch

JEFFERSON CITY — Decorating the Governor's Mansion for Christmas takes a platoon of people working up to 18 hours a day.

One of the organizers of the Christmas display remembers when Jean Carnahan "came downstairs, picked up a broom and helped pick up pine needles."

"She is extremely talented, very sensitive and very down-to-earth," said Mary Pat Abele, executive di-



Jean Carnahan
Is called
"down-to-earth"

rector of Missouri Mansion Preservation Inc.

Carnahan, whose husband, Mel, and son, Randy, died in a plane crash Monday night, is now the focus of the grieving here in the state capital. Politicos quietly have begun to speculate that if voters choose her late husband's name over U.S. Sen. John Ashcroft, R-Mo., next month, Jean Carnahan might be picked to fill the post.

Amid the talk, she has continued in her public role, greeting Vice President Al Gore and his wife, Tipper, at the mansion on Wednesday. Carnahan has taken a keen in-

terest in preserving the mansion, which she has written two books about.

Abele said the Carnahans often opened the mansion for events involving children. Thousands of schoolchildren have come to the Victorian-style building for the annual Halloween celebration known as the "Mansion SPOOKtacular." Abele said the decision to cancel the event was made Wednesday.

The Carnahans have also held Easter egg hunts for disabled children on the mansion's lawn. Carnahan conceived of and helped raise money for the Missouri Children's Fountain, now on the east lawn of the mansion. "She's been a guiding light for us since she came as first lady," Abele said.

She also has been recognized as a children's advocate, earning awards from the Boys' and Girls'

149A 5L-186162-39 AJ

Town of Missouri and the March of Dimes. In 1998, she testified for a bill that earmarked riverboat gaming fees for early childhood education programs.

"If we were losing any other resource in this state the way we are losing potential brainpower, we would declare an emergency," Carnahan told a House committee when testifying for the bill.

Jean Carnahan grew up in the Anacostia neighborhood in Washington, the only daughter of a government worker and a beautician.

When she was 15, then-Jean Carpenter met Mel Carnahan, a boy from Missouri whose father, A.S.J. Carnahan, served in Congress. They met at a Baptist church youth group and often sat next to each other in class, where the seats were organized alphabetically.

The two went to George Wash-

ington University, where Mel Carnahan graduated a year early to marry Jean in 1954. Jean Carnahan got a degree in business and public administration.

After Mel Carnahan served two years in the Air Force, the couple returned to Missouri, and Mel Carnahan went to law school at the University of Missouri at Columbia. From there it was on to Rolla — the largest city in Mel Carnahan's father's congressional district and home to Mel's brother, Bob.

One of Jean Carnahan's friends, Wilma Turner, said Jean was a "homemaker and a professional volunteer of the highest order."

During the 1976 Bicentennial, Jean Carnahan energized a sleepy celebration, organizing a display of native crafts. "She was the ramrod for the whole thing," Turner said. "She's just a genius at pulling things together."

Carnahan also pushed for tax levies for the public library and the local school district and promoted a bond issue to build a public swimming pool.

While raising four children, Carnahan was a Cub Scout den mother, Girl Scout troop leader and a room mother.

"She did it all," Turner said.

As a politician's wife, Carnahan served as a perfect foil. Where Mel Carnahan could seem stiff or reserved, Jean Carnahan charmed mansion guests with her warmth.

Turner said she would rather not think about whether Jean Carnahan would be a good U.S. senator. Then, after some thought, Turner added, "She could do anything she set her mind to."

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(Mount Clipping in Space Below)

Symphony offers thrilling Stravinsky at Carnegie Hall

Orchestra dedicated - concert to Carnahan

BY SARAH BRYAN MILLER
Post-Dispatch Classical Music Critic

NEW YORK — The St. Louis Symphony Orchestra dedicated its performance Wednesday night at Carnegie Hall to Gov. Mel Carnahan, whom many remembered as a friend to the Symphony.

Symphony President Don Roth began the evening by calling upon the audience to join him in a moment of silence in the governor's memory.

This year's two Carnegie offerings by the orchestra bring the Igor Stravinsky mini-festival programs, heard in St. Louis over the last fortnight, to New York.

In the first of the concerts Wednesday night, music director Hans Vonk and the players performed the powerful "Le Sacre du Printemps" ("The Rite of Spring"), as a riveting contrast to the serene neoclassicism of "Apollo Musagete" ("Apollo, Leader of the Muses").

The hall wasn't full, not too astonishing on a soggy, traffic-snarled night in midweek. And Stravinsky remains a surprisingly tough sell even here, the classical music capital of the Western Hemisphere.

But the audience, which increased noticeably in size for the second, more exciting half of the program, was focused, intent and loudly appreciative of the Symphony's music-making.

A Carnegie Hall concert is always an event, and the orchestra rose to the occasion in every sense, visually — there were more women musicians clad in long gowns than is usually the case at home — and musically, aided by the fabled acoustics of this auditorium.

The concert opened with a pleasantly astringent curtain-raiser in the Four Etudes for Orchestra, a little more polished now than two weeks ago, with increased familiarity. A second hearing of "Apollon" gave greater leisure to contemplate the wonderful blend of the strings in this beautifully balanced work; the ensemble work had the breathing-together feel one gets from a fine chamber group. The solos by concertmaster David Halen and his fellow principals were wrought with exquisite, understated artistry.

"Sacre," on the other hand, nearly ripped off the roof in its sonic intensity. Vonk's focus never wavered, and the orchestra responded in kind for a stunning performance of this phenomenal score. Every section — strings, brass, woodwinds and percussion — contributed to a thrilling and memorable rendition of Stravinsky's masterpiece, a worthy addition to the Carnegie tradition.

Indicate page, name of newspaper, city and state.)

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NTSB team was at crash site the next day

Federal safety agency
investigates over 2,000
aviation accidents a year

First step is collecting wreckage

By KEN LEISER
Of the Post-Dispatch

The grim job of piecing together the events surrounding the deadly crash of Gov. Mel Carnahan's plane began just hours after the plane went down in the forested Jefferson County countryside.

A 10-member "go team" from the National Transportation Safety Board descended on the remote crash site by the next morning, said Lauren Peduzzi, a safety board spokeswoman at the accident scene.

The governor's twin-engine Cessna 335 vanished from Federal Aviation Administration radar Monday night while flying to New Madrid, Mo. Also killed were Carnahan's oldest son and

pilot, Roger "Randy" Carnahan, and his close campaign adviser, Chris Sifford.

The investigators' job is to mark, photograph and catalogue the sometimes-small pieces of wreckage and gather any other related information that could help determine the probable cause of this week's crash.

Best known to the public for their work after commercial aircraft crashes, investigators from the safety board are called out on 2,000 aviation accidents each year.

"The first phase is just an intense information-gathering phase, which is really the phase we are in right now," Peduzzi said. "We will take the whole body of information and go through it piece by piece by piece. It is a very extensive and thorough process."

The investigators also will look at aircraft maintenance records, radar and air traffic control data, weather information, fuel samples — anything that will shed light on how the plane went down, Peduzzi said.

Accident investigations such as these take nine to 12 months to complete, Peduzzi said. Some —

like the investigation of the Trans World Airlines jetliner that exploded and crashed in the ocean off Long Island in 1996, have taken much longer.

Some investigations are lengthy because of the heavy caseload on the relatively small federal agency and the increasing complexity of the work, she said.

"Every year, they build a newer and more complex vehicle, whether it travels on the road or travels in the air," Peduzzi said.

Facing hundreds upon hundreds of accident probes every year poses a challenge for the independent agency.

A recent report by the RAND Institute for Civil Justice, "Safety in the Skies," concluded that the board's staff is spread too thin and that its training to increase its expertise has become "wholly inadequate."

"It is unlikely that the NTSB's heavy workload will suddenly abate," the report states. "The safety board will be called upon to resolve more complex accidents and to do so in the face of mounting scrutiny and rising economic stakes."

RAND researchers say the

FBI/DOJ

149A-52-186162-41

agency needs to better manage its resources, modernize its investigative procedures and streamline its training.

In addition to its own investigators, the safety board brings in the manufacturers of the aircraft and engines involved, local police and the FAA. The FBI also is helping document evidence in this crash.

"We call people who may have important information or expertise," she said.

Jefferson County Sheriff Oliver "Glenn" Boyer, who has at least four officers helping at the crash site, said the techniques used to collect evidence are similar to those used at crime scenes.

"You approach it with the same attitude," he said.

Investigators are going through the taped-off area "foot by foot and inch by inch," he said. They work the area in grids and carefully plot each piece of wreckage and debris on a map.

Boyer flew in a Missouri State Highway Patrol helicopter over the crash scene on Wednesday and said he could barely make it out through the thick trees.

"We have to remember that it is still early in the fall," he said. "The

leaves are still on the trees. The leaves that did fall have covered up some of the things (on the ground) that might be seen readily."

Peduzzi said investigators could be on a crash scene for a few days or a few weeks. She declined to discuss specifics about the Carnahan crash.

Safety board investigators will initially release a factual report with some details of what they have found. After months of testing and analysis, they will issue a final report to the safety board.

That document will include a "probable cause" of the accident and then make related safety recommendations.

The National Transportation Safety Board is charged by Congress to investigate all civil aviation accidents and other significant accidents on highways, railroads or waterways.

Since it began work in 1967, the safety board has investigated more than 100,000 aviation accidents and thousands of other mishaps involving other modes of transportation, agency officials say.

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LAURIE SKRIVAN / POST-DISPATCH

FBI technicians return to their vehicle Wednesday evening on Old Lemay Ferry Road, near Rice Road, in Jefferson County. The scene is near where Gov. Mel Carnahan's plane crashed Monday night.

Carnahan's airplane plunged steeply just before crash

Radar showed wind shear
was in area, official says

By JEREMY KOHLER,
CHRIS CARROLL AND TIM O'NEIL
Of the Post-Dispatch

Gov. Mel Carnahan's pilot reported trouble with a key dashboard instrument 12 minutes before their doomed campaign plane went into a steep descent in a rainstorm Monday, a top federal investigator said Wednesday.

Carol Carmody, a member of the National Transportation Safety Board, said the pilot reported trouble with his "primary attitude indicator" — the ball-shaped instrument that shows whether an airplane is climbing, descending or banking. Carmody, the top-ranking official at the crash site in Jefferson County, described the pilot's last five radio transmissions during a news briefing.

"He indicated he was having trouble maintaining his heading," Carmody said.

The twin-engine airplane crashed Monday evening onto a rugged, wooded hillside seven miles north of Hillsboro. Killed were Carnahan, 66; his son and pilot, Roger "Randy" Carnahan, 44; and political adviser Chris Sifford, 37.

After the last radio contact, Carmody said, radar records show that the plane dropped 3,200 feet in nine seconds — a steep plunge — before radar contact was lost at 7:32 p.m. Monday. It had been flying at 7,100 feet; a normal rate of descent for that type of aircraft would be about 1,000 feet per minute.

See Investigation, A8

Investigation

Carnahan's plane hit
ground at high speed

Continued from A1

She also said investigators were reviewing two other issues:

■ Cessna Aircraft Co., the builder, issued an advisory bulletin Oct. 2 recommending an examination of a check valve on that model's vacuum system. Vacuum operates the attitude indicator.

■ Weather data shows that a horizontal "shear," a layer of turbulent air, was present at 7,000 feet that evening.

Carmody said it would be "speculative" to assume that instrument trouble explains the crash. The board will not assign a cause until its final report, which she said could take as long as one year.

Carmody said radio conversations with a controller at Lambert Field showed that at 7:22 p.m., the pilot asked for permission to turn west to Jefferson City and into better weather. The controller approved and instructed him to climb to 7,000 feet.

At 7:28 p.m., the controller asked if there was still a problem. The pilot said yes and that he was trying to get out of clouds so he could fly by sight and not instruments.

Paul Czysz, a professor of aerospace engineering at St. Louis University, said that if the attitude indicator was working, the pilot's radio reports suggest that he became disoriented in bad weather.

"If that's what happened, then it would be classic loss of situational awareness, which is what happened to John Kennedy Jr.," said Czysz, who teaches at the university's Parks College of Engineering and Aviation.

Kennedy, his wife and sister-in-law died in 1999, during a night flight in haze to the island of Martha's Vineyard, Mass. The

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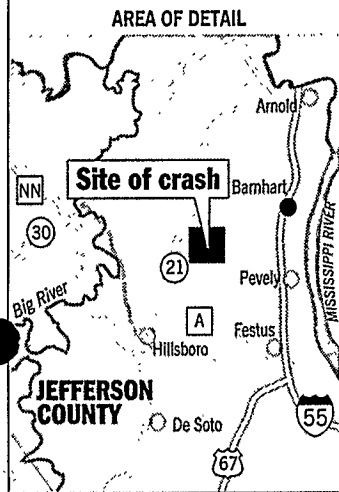
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Sequence of events

Carnahan's plane crashes near Barnhart in Jefferson County. All three men on board were killed.



About 7 p.m. Gov. Mel Carnahan's Cessna leaves St. Louis Parks Airport.

ILLINOIS

7:20 p.m. Pilot tells air controllers of problem with attitude indicator.
7:21 Pilot reports he is trying to use duplicate instrument on co-pilot side of instrument panel.
7:22 The pilot asked for permission to turn west to Jefferson City and into better weather. The controller approved and instructed him to climb to 7,000 feet.
7:28 Controller asks if the problem persists. Pilot says yes, and says he is trying to find way out of the clouds to end reliance on instruments.
7:30 Pilot says he is flying west. Controllers subsequently try six times to reach him again but cannot.

MISSOURI

Destination: New Madrid, where Carnahan was to have attended a campaign rally.

POST-DISPATCH

safety board blamed the pilot's "spatial disorientation."

Randy Carnahan was an instrument-rated pilot. Kennedy was not.

On Wednesday morning, medical examiners confirmed the deaths of the governor and Siford through fingerprints. As of Wednesday afternoon, they had not physically confirmed Randy Carnahan's death.

The airplane, a 20-year-old Cessna 335, took off about 7 p.m. Monday from St. Louis Downtown-Parks Airport in Cahokia for a 150-mile trip to New Madrid, in Missouri's Bootheel, where the governor was to address a rally.

Randy Carnahan's law firm in Rolla owned the airplane, a twin-engine, piston-powered craft. He frequently flew his father on campaign trips. Gov. Carnahan, a Democrat, was in a close, nationally watched challenge to U.S. Sen. John Ashcroft, R-Mo.

Friends described Randy Car-

nahan as an excellent and prudent pilot.

Jerry Nachtigal, press secretary to Gov. Carnahan and now to Gov. Roger Wilson, declined comment on Carmody's report or on Czysz's observations, saying the office would await a final report.

Carmody said investigators found an engine embedded into a tree about 40 feet above the ground and a "football-sized" piece of engine covering about a quarter-mile from the point of impact. She said the plane was intact until its "high velocity" impact.

Czysz said the descent and debris pattern indicates the plane "was in a nearly vertical dive."

Outside expert comments

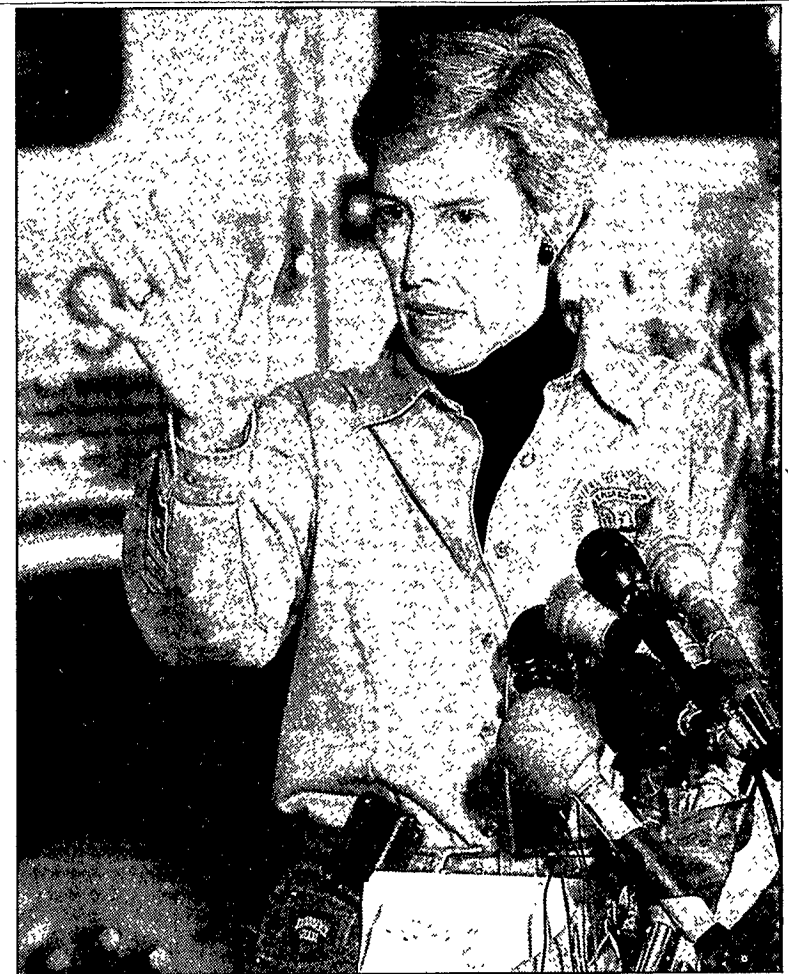
The Post-Dispatch asked Czysz, who is not part of the investigation, to analyze Carmody's statements. Czysz said he had studied crashes as an engineer with the old McDonnell Douglas Corp.

He said instrument-rated pilots sometimes lose control in bad weather because the body's sense of balance may differ from the information on the six dashboard instruments that describe the airplane's path.

"For the last million years, our bodies have been trained to believe our senses," Czysz said. "Now you're in an airplane with no visual references. You have to tell your brain to ignore what your body is telling you. It can take six months of extensive training to overcome that human tendency."

"The report that he was trying to get to visual (conditions) tells me that he was trying to resolve the problem with his eyes, not his instruments," Czysz said.

Czysz said McDonnell engineers studied similar reports by fighter jet pilots and invariably found that the instruments worked. At 7,000 feet, Randy Carnahan would have had little time to correct any problems, Czysz said.



WAYNE CROSSLIN / POST-DISPATCH

Carol J. Carmody, one of five members of the National Transportation Safety Board, spoke Wednesday about the crash of Gov. Mel Carnahan's plane at a news conference at a Goldman Fire Protection District station in Jefferson County.

The attitude indicator, prominent on the instrument panel, usually consists of a moving ball with a "horizon" line across its middle and a stationary figure of an airplane. When the craft climbs, the airplane figure appears above the horizon line. When the plane is turns, the figure appears to tilt against the ball's slanting horizon line.

Investigators believe the Cessna was in thick clouds, dependent on instruments, when the trouble started. Carmody said there was no evidence of lightning or icing

at the Cessna's altitude.

Carmody said Randy Carnahan is believed to have had 1,500 hours of flying time. Investigators were still looking for his personal flight log, which would show how many of those hours were flown in bad weather.

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Memorial service speakers

Here is some biographical information on those expected to speak today at Gov. Mel Carnahan's memorial service in Jefferson City:

Welcome and prayer:

Emanuel Cleaver: The first black



mayor of Kansas City, Cleaver served eight years and has been credited with putting the city in the national spotlight, defusing racial tension and attracting business to the area. He is a Methodist minister and served 12 years on the City Council before he was elected mayor in 1991.

Scripture:

The Rev. Gene Rooney: A



keynote and motivational speaker, Rooney is the retired senior pastor of First United Methodist Church in Jefferson City. He has written several

religious books and hosted a weekly television show called "Pastor's Study" for five years.

Remembrances:

Former Sen. Thomas Eagleton:



A Democrat who retired from the Senate in 1987 after 18 years in office, Eagleton is a lawyer and civic leader in St. Louis. He formerly served as Mis-

souri attorney general and lieutenant governor. He and Carnahan were longtime friends and political allies.

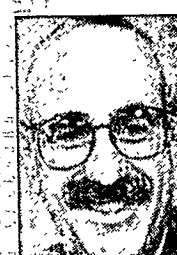
Dr. Coleen Kivlahan: A professor



of family and community medicine at the University of Missouri, Kivlahan became the first woman to head the state Department of Health

when she was appointed by Carnahan in 1993. One of her priorities was to increase access to preventive services and to improve the health status of minority populations.

James M. Caccamo: He was ap-



pointed by Carnahan as the chairman of the state Mental Health Commission. Caccamo lives in Kansas City and is a consultant on child

development, early education and child advocacy issues.

Memorial service speakers

Here is some biographical information on those expected to speak today at Gov. Mel Carnahan's memorial service in Jefferson City:

Remembrance:

Supreme Court Judge Michael



Wolff: Appointed to the court by Carnahan in 1998, Wolff is a former law professor at St. Louis University. He served as

Carnahan's transition director in 1992 and was the governor's chief counsel for two years.

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Remarks and introduction:

Gov. Roger Wilson: Missouri's lieutenant governor for nearly eight years, Wilson is a former state senator from Columbia, Mo. He is a former school-teacher who

while he was in the Senate sponsored the Excellence in Education Act.

Prayer:

The Rev. Earl Nance Jr.: Pastor of Greater Mount Carmel Baptist Church, Nance is president of the Clergy Coalition of Metropolitan St. Louis. He formerly taught in the St. Louis

Public Schools and has served on the St. Louis School Board and on the board of the Mathews-Dickey Boys' Club.

Remembrance:

President Bill Clinton: When Clinton was the governor of Arkansas, Carnahan endorsed his presidential campaign and stuck with him during disclosures of Clinton's relationship with Gennifer Flowers. While Carnahan was distressed by reports of Clinton's connection to Monica Lewinsky, a White House intern, he opposed impeachment and resignation.

Closing prayer:

Rabbi Susan Talve: The past president of the St. Louis Rabbinical Association, Talve is the spiritual leader of Central Reform Congregation, the only Jewish institution in the city

of St. Louis. In addition to leading the congregation's worship services, she also teaches courses on Jewish life and thought in both the Jewish and non-Jewish communities.

(Mount Clipping Space Below)

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Condolence books for governor can be signed at local funeral homes

Those wishing to write a message to the family of Gov. Mel Carnahan may sign condolence books at 24 local funeral homes.

The books will be available at the funeral homes from 9 a.m. until 5 p.m. until after the funeral for Gov. Carnahan. The books then will be gathered and delivered to the Carnahan family.

Participating funeral homes are:

■ **Austin A. Layne Mortuary**
7239 West Florissant Avenue
Jennings

■ **Bauman Colonial Chapel Inc.**
2504 Woodson Road
Overland

■ **Buchholz Mortuaries**
211 Clarkson Road
Chesterfield

1645 Redman Road
Spanish Lake

619 St. Francois Street
Florissant

837 Mid Rivers Mall Drive
St. Peters

■ **Calvin F. Feutz Funeral Home**
9480 Lewis & Clark Boulevard
Jennings

■ **Gebken-Benz Mortuary**

2842 Meramec Street
St. Louis

■ **Hutchens Mortuary**
675 Graham Road
Florissant

■ **Kutis Funeral Homes**
2906 Gravois Avenue
St. Louis

10151 Gravois Road
Affton
5255 Lemay Ferry Road
Lemay

■ **Lupton Chapel**
7233 Delmar Boulevard
University City

■ **McLaughlin Funeral Home**
2301 Lafayette Avenue

St. Louis

■ **O'Sullivan-Muckle Mortuary**
8806 Jennings Road
Jennings

■ **O'Sullivan-Muckle-Piel Mortuary**
13996 Olive Boulevard
Chesterfield

■ **Rindskopf, Herman Inc.**
5216 Delmar Boulevard
St. Louis

■ **Schnur Funeral Home**
3215 Lafayette Avenue
St. Louis

■ **Jay B. Smith Chapels**
777 Oakwood Drive
Fenton

3013 Meramec Street
St. Louis

7456 Manchester Boulevard
Maplewood

■ **John L. Ziegenhein & Sons**
7027 Gravois Avenue
St. Louis

4830 Lemay Ferry Road
Lemay

■ **Schrader Funeral Home** will also offer a memorial book, which will be available to sign at least through the weekend. The home is at 14960 Manchester Road in Ballwin.

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Carnahan's casket is brought to Governor's Mansion

BY BILL BELL JR.
AND VIRGINIA YOUNG
Of the Post-Dispatch

JEFFERSON CITY — The line started forming when they brought Gov. Mel Carnahan home.

Flanked by Highway Patrol vehicles, a shimmering white hearse arrived at the Governor's Mansion about 10:30 a.m. Thursday.

Eight honor guards removed the cherry coffin, draped in an American flag, and slowly, respectfully carried it up 11 steps into the mansion. The only sound was the water gently falling from the Missouri Children's Fountain a few feet away.

Don Love, 73, of Eldon, Mo., had already staked out his spot

at the front of the line. Sitting on a stone wall, Love said he didn't know Carnahan but came out of respect for the man who meant so much to the state and to the nation.

Love had served under past Republican governors as coordinator for the Head Start program. Few matched Carnahan, said the retired Methodist minister.

"This is not just a governor," said Love, fighting tears. "This is a standard that should be set up for all in government to reach for."

Love was among the first of more than 8,000 mourners who came to the Governor's Mansion on Thursday to pay their respects to Carnahan.

Some, like Love, waited for hours under a clear-blue Octo-

ber sky with sunlight filtering through the green and yellow sycamore leaves outside the Carnahans' home.

Gov. Roger Wilson and his wife, Pat, entered the Great Hall of the Mansion at 11:37 a.m. They paused and bowed their heads, silent before Carnahan's casket. "It hit me when we pulled into the mansion and I saw the hearse," Wilson told a reporter. "I didn't realize there was any realism left to be hit with, but this brings it closer."

The Wilsons met privately with Jean Carnahan and her family. Then family members greeted Carnahan's staff for about 40 minutes on the east side of the mansion, before officials opened the gates to the public.

See Mourning, A12

The investigation continues:

Crash investigators hauled shattered pieces of Gov. Mel Carnahan's campaign airplane to a nearby armory Thursday to learn why it crashed. **A14**

Images of grief: Photographers documented mourners as they paid their respects to Carnahan. **A13**

Service today

A memorial service for Gov. Mel Carnahan will begin at 11:30 a.m. on the south lawn of the Capitol in Jefferson City. President Bill Clinton is scheduled to lead the procession to the Capitol from the Governor's Mansion starting at 11 a.m.

149A-32-186162-45

Mourning

Public lines up to mourn Carnahan

Continued from A1

Said one bereaved staffer, John Beakley: Carnahan's "empathy level for us was remarkable. You never got scapegoated."

At times the line was hundreds of yards long. Mourners walked past bouquet after bouquet of flowers that lined the brick sidewalk leading up to the home. Earlier visitors had left rosary beads and Rams hats; Beanie Babies and Pooh bears, poems and testimonials — all aimed at letting Missouri's first family know they aren't alone in their grief.

"Greatly missed"

A Jefferson City day-care center attached a snapshot of Carnahan holding a baby, surrounded by children. "You will be greatly missed," read the caption.

Another note, written on a paper American flag, read: "To Mrs. Carnahan. I believe in you Mrs. Carnahan. I know you miss them and so do I. You can make it through the rest of your life."

For many, the visit was personal.

In 1993, Steve Keim spent nine months working security detail at the mansion. The Department of Corrections officer watched minimum-security inmates while they served breakfasts on Tuesdays to the governor, the speaker of the House and the president pro tem of the Senate.

Carnahan was a "very caring person," said Keim, 38, of Jefferson City. "Once the governor knew you, he didn't forget your name."

Keim said he still gets Christmas cards from the Carnahans, as do other former mansion staffers. A year after he left the mansion, Keim saw the Carnahans in a parade. The governor came up to Keim and said, "Hello, Steve."

"They hadn't forgotten me."

One evening, the housekeeper had gone home, and Carnahan came to Keim with a problem. Carnahan needed a shirt ironed. Keim showed Carnahan how to work an unusual iron, and Keim watched as the governor ironed his own shirt.

"They were very down-home folks," he said. The Carnahans "always made you feel warm and welcome."

Some mourners lauded Carnahan's work for African-Americans.



J.B. FORBES / POST-DISPATCH

Honor guards carry the casket of Gov. Mel Carnahan into the Governor's Mansion in Jefferson City on Thursday for a day of public viewing.

One photo on the wrought-iron fence showed then-state Rep. Carnahan watching Gov. Warren Hearnes sign into law the 1965 Missouri Civil Rights Act — a bill Carnahan sponsored that outlawed racial segregation in public places.

State Rep. Betty Thompson, D-University City, said Carnahan had appointed more African-Americans than any other governor. "It just leaves a large void. We've lost a great friend."

State Rep. Louis Ford, D-St. Louis, said Carnahan "looms larger than life than when he was living. They are just beginning to know Mel Carnahan. Now they can appreciate what he has been doing for 40 years."

Cared for children

Micca Ruffin came to honor the Carnahans' emphasis on children. Ruffin is the director of early childhood education programs for the Jefferson City public schools. Ruffin said Carnahan "always

stressed funding for the Parents as Teachers program and fought child abuse.

Ruffin co-chaired the Children's Hour at the Mansion — a Saturday morning program in which area schoolchildren got a personal invitation to the Carnahans' home. Volunteers gave demonstrations on carding wool and weaving, on Spanish flamenco dancing and even pizza building. And yes, it was all Jean Carnahan's idea.

"Their real thrust was education throughout the entire eight years," Ruffin said.

Ruffin remembered Jean Carnahan line dancing with the students and how easy it was for the governor to talk to children.

"Children could ask him questions freely, and he would take the time to answer them," she said. "He was very, very, very warm with children."

Carnahan's support of education went back decades, said one of the honor guards, Jerry Fischer, a senior master sergeant in

the Missouri Air National Guard.

In 1979, Fischer won a job as a middle school principal in Rolla. Mel Carnahan was then serving on the board of education.

Fischer, 56, of Cameron, said Carnahan had high expectations for educators.

"It was easy to work for him because he was very personable. His heart was where it needed to be for kids."

Honor guards like Fischer would be watching over Carnahan's casket for 24 hours before today's memorial service.

"It's a privilege," Fischer said. "We all see it as a privilege."

Labor groups pay tribute

Labor groups also honored Carnahan's work. Down Madison Street from the mansion, the building housing the AFL-CIO had a giant picture of Carnahan with his sleeves rolled up in the window.

Gerald "Red" Randall, chairman of the legislative committee for the International Association of Machinists and Aerospace Workers Local 1650, remembered how Carnahan helped workers at Trans World Airlines.

In the early 1990s, when TWA was going through problems under Carl Icahn, Carnahan "came into our union hall and put on the table what the state could do to keep the payroll in the state," said Randall, of Kansas City, as he left the mansion.

"We did get the tax breaks for TWA. He was a man of his word."

Sister Lydia Ann Braun, a Carmelite nun from St. Agnes Home in St. Louis, came for Jean Carnahan's sake.

Braun said she had been stationed at a Jefferson City nursing home for 12 years. Jean Carnahan would sometimes send a car to the nursing home to pick up the residents who wanted a mansion tour. Extra food left over from state functions often went to the home.

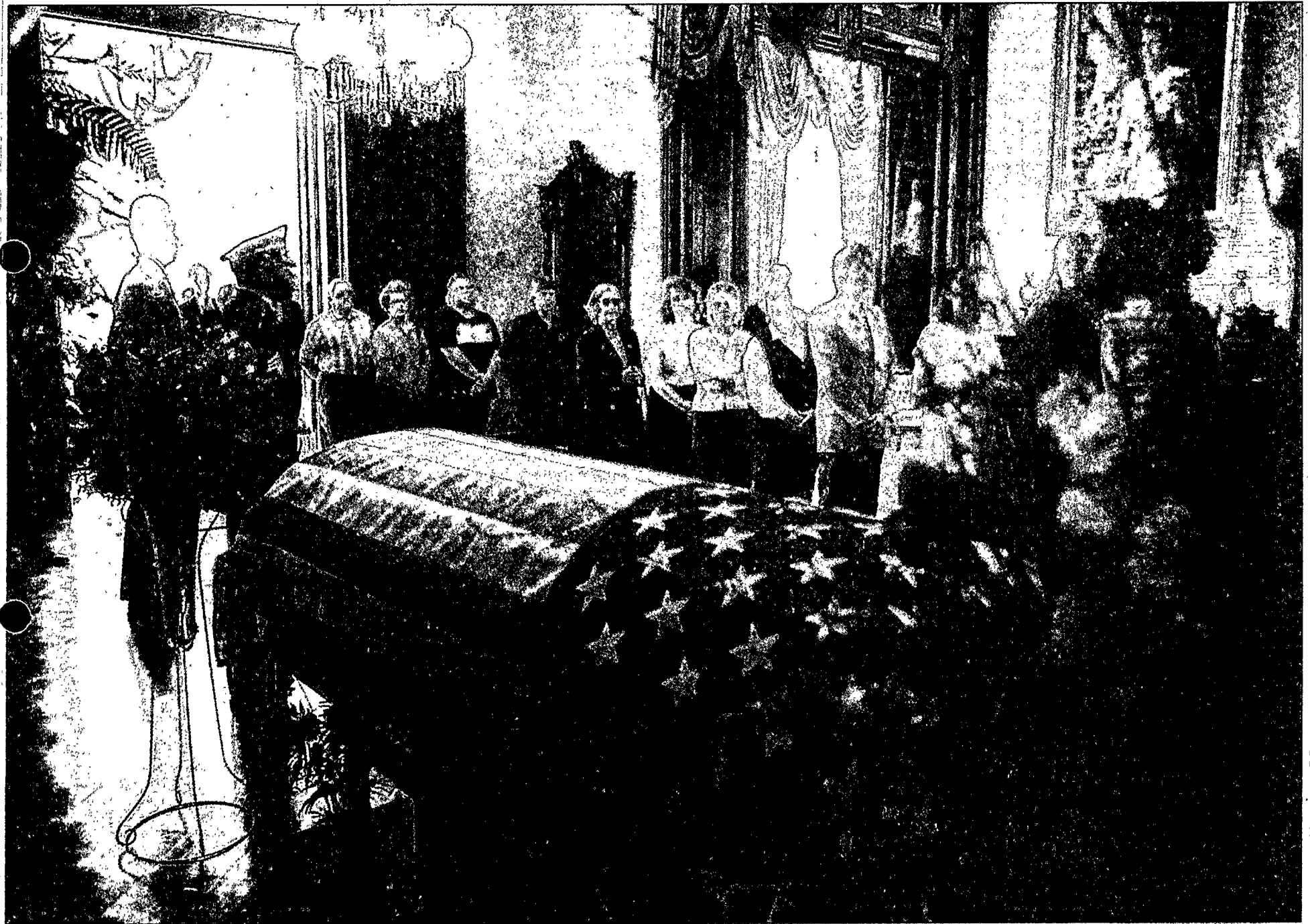
Braun said she didn't know Gov. Carnahan as well but heard good things about him through the nursing home. One resident had a granddaughter who worked in Carnahan's office.

After the papal visit last year, the granddaughter heard Carnahan explain his decision to commute the sentence of death row inmate Darrell Mease at the request of Pope John Paul II.

"You can't say 'no' to a person of his standard," Carnahan reportedly said to a room full of staff members. Braun said Carnahan "had tears running down his face and he had everyone else in tears also."

"We're praying for the family."

Mourners grieve for "very caring person"



Mourners line up Thursday at the Governor's Mansion in Jefferson City to visit the casket of Gov. Mel Carnahan.

J.B. FORBES/POST-DISPATCH

(Mount Clipping in Space Below)

Clinton, Gore will walk in procession at today's service

President will speak at military-style ceremony

BY TERRY GANEY
Jefferson City Bureau Chief

JEFFERSON CITY — President Bill Clinton, Vice President Al Gore and their spouses are scheduled to join the 600 mourners who will walk with Gov. Mel Carnahan's casket during a memorial service at the Capitol today.

"A Celebration of the Life of Mel Carnahan, 1934-2000" begins with a procession of dignitaries accompanying the casket and the Carnahan family from the Governor's Mansion to the Capitol.

The procession leaves the mansion at 11 a.m. for the public memorial on the south side of the Capitol about 30 minutes later. Thousands are expected for the service.

During a campaign flight Monday night, Carnahan, his son Roger "Randy" Carnahan and senior adviser Chris Sifford were killed in a crash in Jefferson County.

See Service, A12

Service

Clinton, Gore will attend Carnahan service

Continued from A1

A U.S. Air Force veteran, Carnahan will receive a military-style service fit for an officer with rank because presidents and governors — as commanders in chief — are given the same honor.

A black funeral caisson drawn by four horses will carry the governor's flag-draped casket. Following behind, a soldier will lead a black, riderless horse. Boots will be reversed in the stirrups, symbolizing the warrior who will never ride again.

People will pray and remember and cry not far from the spot where Mel Carnahan had previously recited oaths of office, as governor, lieutenant governor and treasurer.

Clinton will be accompanied by his wife, Hillary Rodham Clinton. Tipper Gore will join her husband in a second trip to the capital in three days. The Gores gave their condolences to Jean Carnahan, the governor's widow, and other family members on Wednesday.

Clinton, who enjoyed Carnahan's support early in his bid for the presidency in 1992, will make remarks about Carnahan at the end of what's expected to be a 90-minute ceremony.

Also scheduled to speak in Carnahan's memory are former Sen. Thomas Eagleton, elder statesman of Missouri's Democratic Party; Supreme Court Judge Michael Wolff; and former Health Depart-

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ment Director Coleen Kivlahan. Carnahan appointed both Wolff and Kivlahan during his term of office.

The Rev. Earl Nance Jr., pastor of Greater Mount Carmel Baptist Church and president of the St. Louis Metropolitan Clergy Coalition, will offer a prayer. Carnahan was a member of First Baptist Church in Rolla, where a funeral service will be held for him and his son on Saturday. A service is scheduled Sunday for Sifford in his hometown of Puxico, Mo.

St. Louis will supply most of the music for the ceremony. The St. Louis Symphony String Quartet will play "Londonderry Air" during the processional. David Sandbach, a 29-year-old St. Louis police officer, will play "Amazing Grace" on the bagpipes during the recession.

Governors from at least 12 other states were expected to join Missouri's statewide elected officials, department directors, legislators and their families in mourning Carnahan's death. State government offices are closed today, a day of mourning in Missouri.

A delegation of U.S. senators was flying in on military transport. The delegation is to include Minority Leader Tom Daschle, D-S.D., Edward M. Kennedy, D-Mass., and Max Cleland, D-Ga. Carnahan had campaigned with Cleland earlier on the day his plane went down.

Sen. John Ashcroft, R-Mo., whom Carnahan was trying to unseat in the Nov. 7 election, will be with the Senate delegation along with his wife, Janet. Ashcroft and most candidates involved in other Missouri political races have suspended campaign activity for now.

Carnahan's name remains on the ballot as the Democratic nomi-

nee for the Senate because the time period established by state law for replacing candidates has passed. If Carnahan receives the most votes, a vacancy will be declared and Gov. Roger Wilson could name a replacement. Wilson, sworn in early Wednesday morning, will serve as governor until new state officials are sworn in Jan. 8.

"Present and accounted for"

Shortly after the Senate convened Thursday, Ashcroft took the floor and praised Carnahan as a man who had "served the people of Missouri with dignity and honor for more than four decades."

"Although we were competing for the same office, Governor Carnahan and I had a unique relationship united by the common bonds of public service and respect for the people of Missouri," Ashcroft said. "Governor Carnahan has always been present and accounted for when duty called."

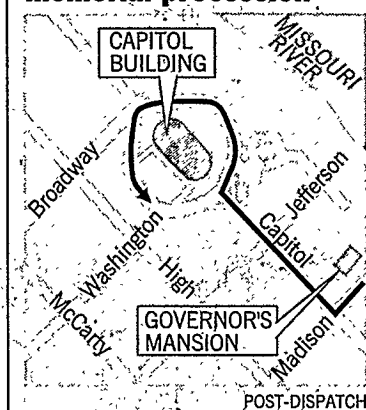
"As we absorb the blow of this tragedy, we should be reminded of what truly is important in life: our commitment to God, to family and to our fellow citizens," Ashcroft said. "These were the commitments of Mel Carnahan. We are all grateful that Mel Carnahan was willing to spend his time serving the people of Missouri and the state of Missouri."

Ashcroft was governor for two terms ending in 1993. Carnahan was lieutenant governor during Ashcroft's second term.

Public safety officials, the Missouri National Guard and the Highway Patrol rushed Thursday to make preparations for the event.

"It's like preparing for the inaugural but with a lot of emotion,"

Carnahan memorial procession



said Lt. Col. Bill Ratliff, a guard spokesman. While state officials have months to prepare for an inauguration that follows a preset plan, they have had only three days to get ready for Carnahan's memorial service, which is complicated by the tight security that accompanies a president.

The last time a governor was buried from the mansion was in 1887, when John Sappington Marmaduke died in office. Carnahan was the fifth Missouri governor to die while in office.

Workers feverishly erected a stage on Thursday that will accommodate the polished marble funeral bier that will hold Carnahan's casket. Within a fenced-in area where invited guests will sit, 2,500 folding chairs were set up. Outside the fence, a tractor-trailer truck unloaded dozens of portable toilets. The public can view the ceremony from the lawn on the Capitol grounds.

Floral arrangements were in demand. Hundreds of bouquets were fixed to the wrought-iron fence in front of the mansion. Potted arrangements covered the stairs in

front of the governor's office.

"It's been quite overwhelming," said Mike Moscato, owner of River City Florist. Over the past two days, Moscato did five times his usual amount of business.

Big black ribbons tied around the city's downtown lampposts marked a town in mourning.

Shuttle bus service was being arranged to cope with a parking shortage. The prime spots along the front of the Capitol were swallowed days ago by a dozen television satellite trucks.

The shuttle buses will run from about 8 to 10:30 a.m. from parking lots at the Capitol Mall, a shopping center on the west side of Jefferson City on U.S. Highway 50. The buses, which will leave from lots near Sears and J.C. Penney stores, will make trips back to the lots after the ceremony is concluded.

As governor from 1993 until Monday night, Carnahan pushed for more money for public schools and health care for poor children. During his watch, the state built five new prisons and cut taxes by about \$300 million. A healthy economy and a tax lid amendment forced tax refunds of \$973 million.

Thirty-eight men were executed by the Department of Corrections while Carnahan was governor. He commuted the sentence of one last year after a plea for mercy by Pope John Paul II.

While Carnahan supported using state funding for family planning services for poor women, he often clashed with the Legislature over abortion. He was one of a handful of governors to see a veto overridden when the Legislature passed a bill banning "partial-birth abortions."

Karen Branch-Brioso of the Post-Dispatch Washington bureau contributed information for this story.

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(Indicate page, newspaper, city and state.)

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GOV. MEL CARNAHAN: 1934-2000

Paying their respects



J.B. FORBES / POST-DISPATCH

Colleen Thomas of Lake Ozark, Mo., waits in line with a bouquet of flowers that she planned to add to the hundreds of bouquets lining the walkway to the Governor's Mansion in Jefferson City.

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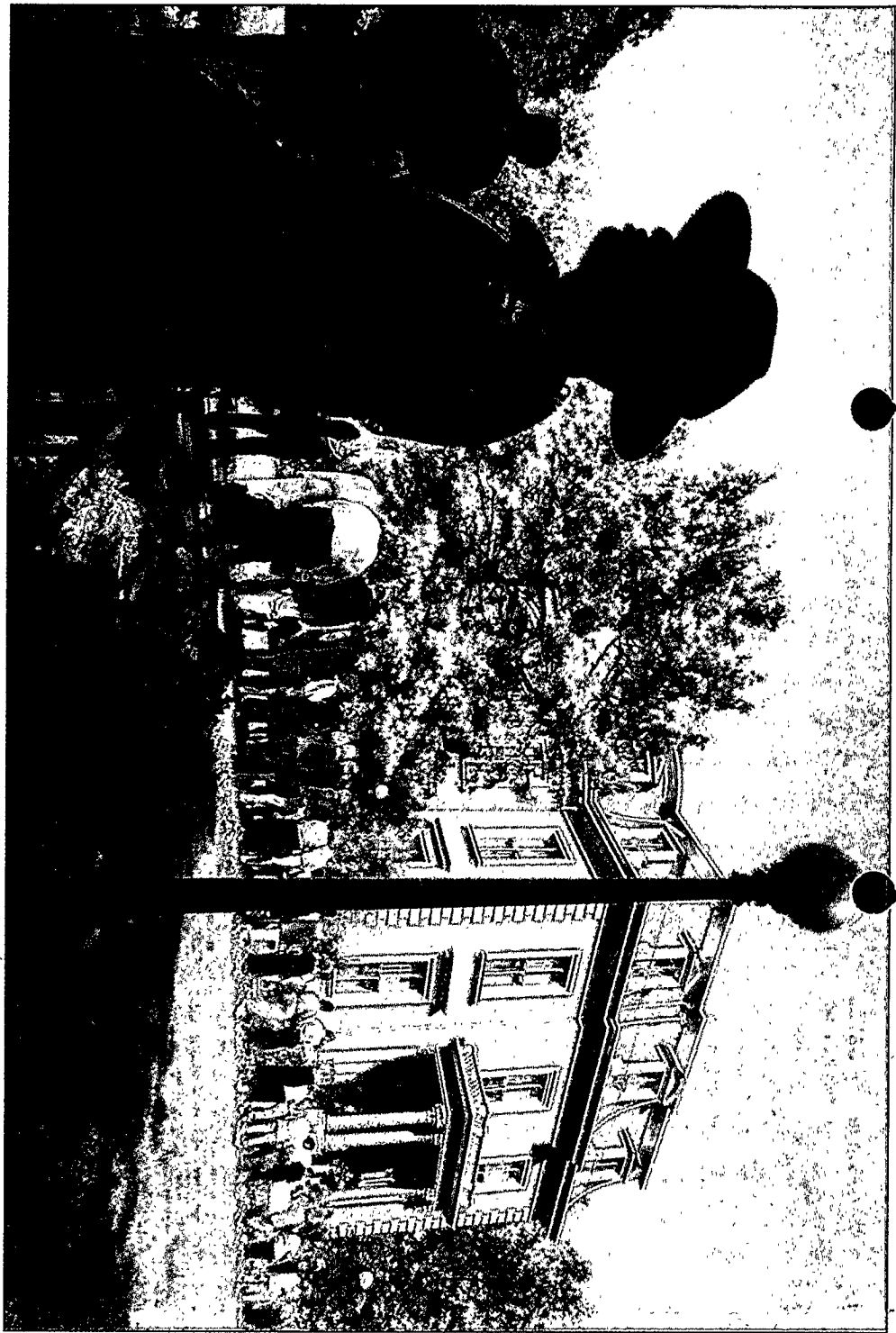


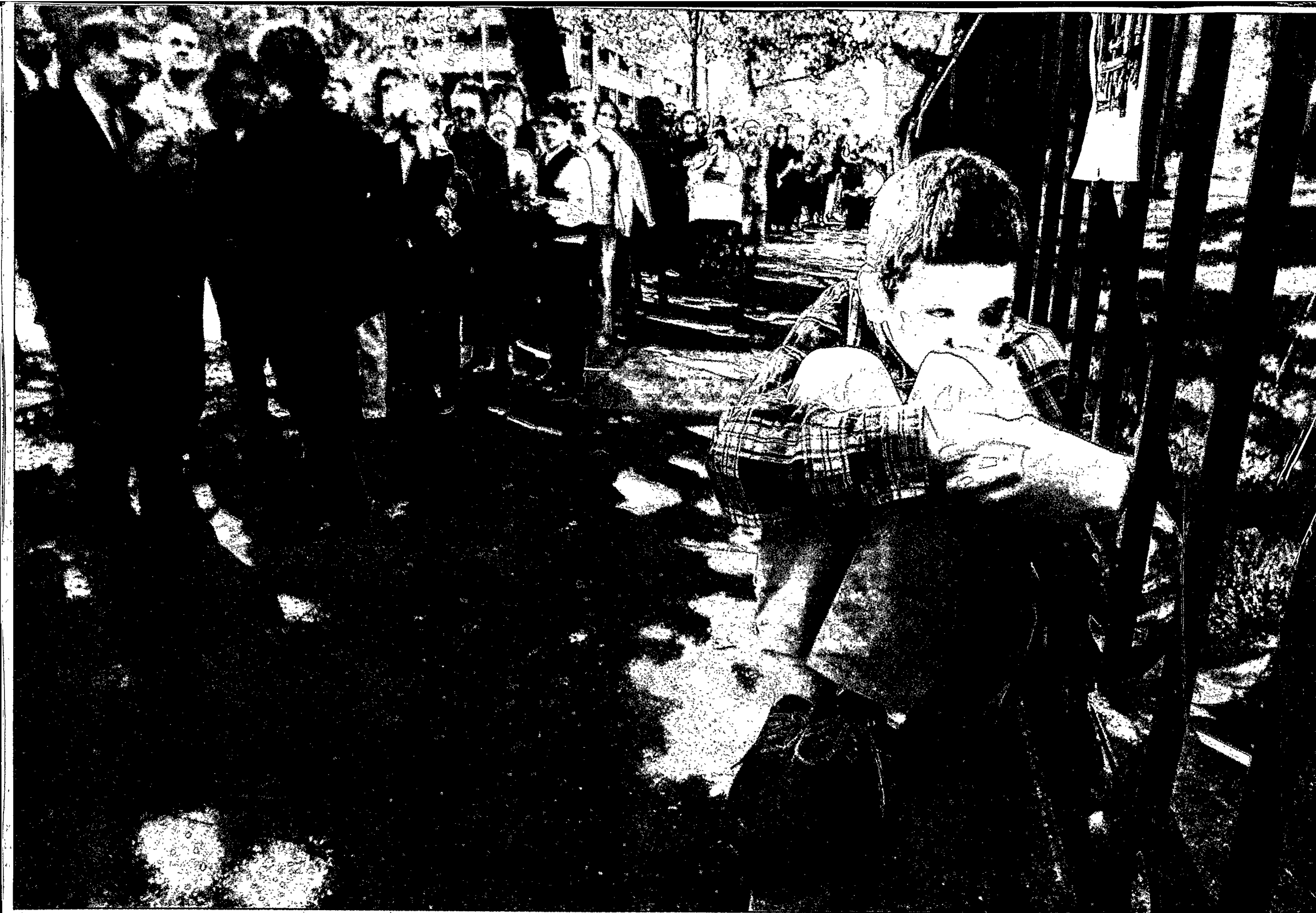
ROBERT COHEN / POST-DISPATCH

New Gov. Roger Wilson and his wife, Pat (left), escort Jean Carnahan as she prepares to greet her late husband's staff. They met for about 40 minutes before officials opened the gates to the public.

A Missouri Highway Patrol officer is stationed at the gates of the Governor's Mansion. Bouquets of flowers lined the brick sidewalk leading to the home. Visitors also left rosary beads and Rams hats, Beanie Babies and Pooh bears, poems and testimonials.

ROBERT COHEN / POST-DISPATCH





ROBERT COHEN / POST-DISPATCH

Andrew Brown, 11, of Vandalia, Mo., sits apart from mourners waiting to view the casket of Gov. Mel Carnahan. Andrew came with his mother and grandmother. His mother worked for Carnahan's Senate campaign.

Investigators move parts from site of plane crash

They will try
to reconstruct the plane
on a gym floor

Inquiry may take year, they say

BY CHRIS CARROLL,
KEN LEISER AND TIM O'NEIL
Of the Post-Dispatch

Investigators hauled shattered pieces of Gov. Mel Carnahan's campaign airplane to an armory Thursday as part of an effort to learn why it took a steep plunge during a rainstorm.

"The investigation... is getting into the intensive analytical phase," Carol Carmody, a member of the National Transportation Safety Board, said in a news briefing Thursday in Jefferson County.

Carnahan, 66, died Monday night when the twin-engine Cessna crashed into a rocky, wooded hillside about seven miles north of Hillsboro. Also killed were Roger A. "Randy" Carnahan, 44, his son and pilot, and Chris Sifford, 37, a campaign adviser.

They were flying to a political rally in New Madrid, Mo. Carnahan was the Democratic challenger to U.S. Sen. John Ashcroft, R-Mo., in the Nov. 7 election.

Beginning at 2 p.m. Thursday, recovery workers carried the first boxes of salvage out of the woods and to Missouri National Guard trucks for transport to the armory near Festus. One box contained part of a bent propeller. Others held pieces of the plane's metal skin.

Crews needed all-terrain vehicles to cart the debris out. Since Tuesday, they searched for and tagged pieces within one-fourth of a mile of the charred point of impact.

Investigators will lay the parts on a gymnasium floor in a two-dimensional effort to reconstruct the plane. A final report on the crash cause may take a year.

Carmody said a specialist will closely study what remains of the cockpit instruments because Randy Carnahan reported trouble with his primary attitude indicator 12 minutes before the plane went into a dive and disappeared from radar.

The attitude indicator is a ball-shaped instrument on the dashboard that shows whether an airplane is climbing or descending, flying level or banking.

On Wednesday, Carmody described the pilot's last five radio transmissions before the plane dropped 3,200 feet in nine seconds — a steep plunge — and out of radar contact at 7:32 p.m. Monday.

She also raised two issues for review:

- Weather information indicating turbulence at 7,000 feet during the storm. Ten minutes before the plane was lost, an air-traffic controller approved Randy Carnahan's request to fly west to Jefferson City and told him to climb to 7,000 feet. He was at 7,100 feet when the plunge began.

- A service bulletin that Cessna

Aircraft Co. of Wichita, Kan., issued Oct. 2, urging annual inspections and 10-year replacements for check valves on the vacuum system that drives the attitude indicator.

Steve Thomas, meteorologist in charge at the National Weather Service station in Weldon Spring, said his staff provided investigators with data. He said Doppler radar shows winds above 1,000 feet within a radius of 16 miles of Weldon Spring, which is 35 miles north of the crash. Thomas declined to discuss the specifics.

Cessna spokeswoman Jennifer Whitlow said a different company that builds the valves prompted the Oct. 2 service bulletin. It is listed as "mandatory," meaning that pilots should pay attention to a potential problem, but Cessna has no authority to require follow-ups, she said.

Last year, Cessna issued a bulletin suggesting new procedures for Cessna 335 pilots to check the aircraft's two vacuum pump systems to ensure both operate properly, she said.

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Scott Ritchie, general manager of Thunder Aviation at Spirit of St. Louis Airport in Chesterfield, said Cessna 335s have two vacuum pumps, one on each engine. They

operate some instruments, including the high-speed gyroscopes within each attitude indicator.

Carmody said Randy Carnahan reported by radio that he was trying to use the second indicator on the co-pilot's side.

Ritchie said both indicators can operate on only one vacuum pump. Indicators sometimes go bad on their own, but it's extremely unlikely that both would break at once, he said.

Ritchie said he has worked on airplanes that lost both vacuum pumps. But he said it almost always happens in sequence — a pump fails and goes unnoticed, and the second fails later.

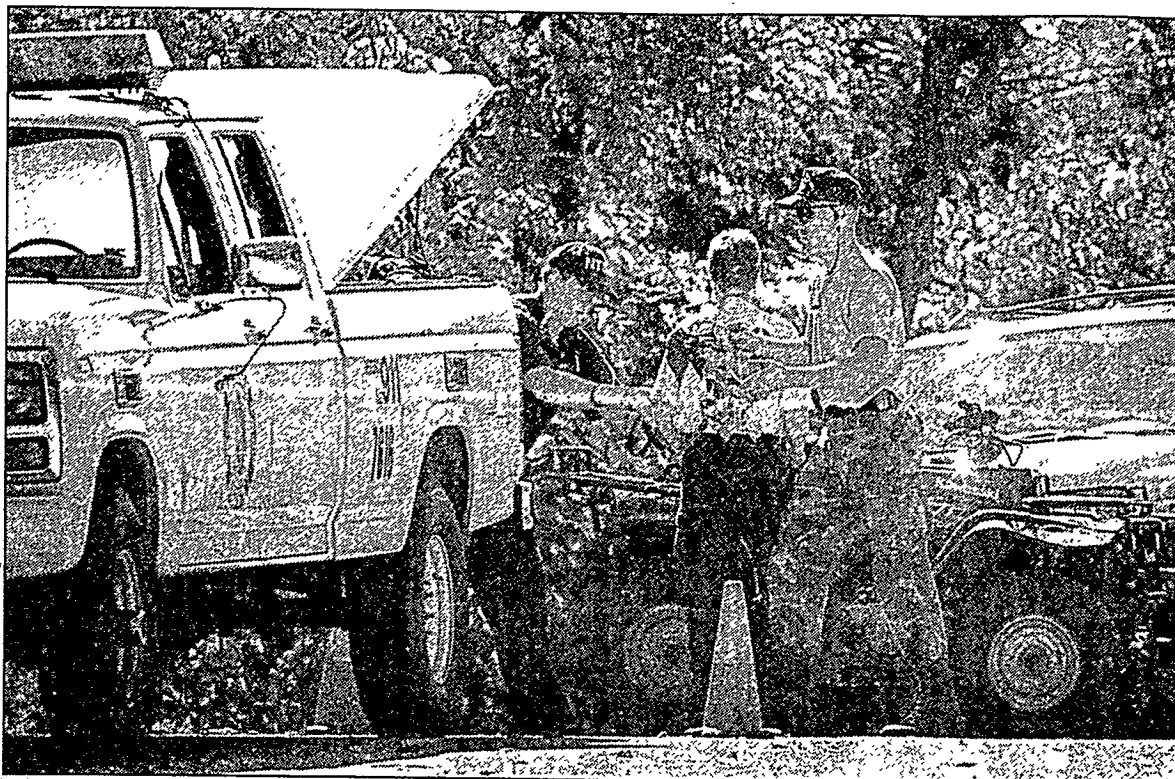
Even if a check valve goes bad, a pilot still can discover the loss of a pump by reading the cockpit vacuum measure while starting up the engines. But if a pilot doesn't make that check, and was operating with only one pump, failure of the second one in flight would shut down both attitude indicators.

"That's the most likely scenario of failure in these situations," he said.

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LAURIE SKRIVAN/POST-DISPATCH

Members of the National Transportation Safety board and Jefferson County police carry off remnants Thursday of the twin-engine Cessna that crashed Monday night near Hillsboro, killing Gov. Mel Carnahan, a son and a campaign aide. The remnants were put in Missouri National Guard trucks for transport to the armory near Festus.

Carnahan's actions earned him the support of his core groups of backers

By Jo MANNIES

Post-Dispatch Political Correspondent



WAYNE CROSSLIN / POST-DISPATCH

A photograph of Gov. Mel Carnahan was draped in black at the Missouri Department of Economic Development office in Arnold Thursday morning.

Women's-rights groups. African-American leaders. Teachers organizations. Unions. Not all backed Mel Carnahan early in his political career. But over the course of his two terms, as the state's chief executive, they became his staunchest political defenders and lauded him as the best governor in his lifetime.

That's because he shared many of their views and visions — and wasn't afraid to do something about it.

Carnahan pushed through a 1993 tax hike for education, set up the first state-supported family-planning program, set a record in appointing blacks to key state posts and involved labor in decisions that affected workers.

In return, he took a lot of heat. Carnahan's unwavering support for abortion rights put him at odds with some in his own party. The state GOP hammered at that 1993 tax hike, enacted without a public vote.

See Carnahan, A12

His earliest and strongest supporters were women, who regarded him as a champion of abortion rights.

Continued from A1

And his critics blasted Carnahan's conciliatory approach to ending a standoff with African-American leaders who briefly blocked Interstate 70 last year to demand a larger share of highway contracts and jobs.

In gratitude, these groups became his core supporters in his U.S. Senate bid against Sen. John Ashcroft, R-Mo. Many had phone banks in operation, pro-Carnahan fliers in the mail, final fund-raisers scheduled and get-out-the-vote ser-

mons written when Carnahan's plane went down Monday night.

"It is devastating," said E.C. Walker, assistant executive director for the Missouri National Education Association. "We have never had greater political support or respect for another political official."

It didn't start that way. When Carnahan first ran for governor in 1992, teachers groups initially backed his Democratic rival, St. Louis Mayor Vincent C. Schoemehl Jr. It was only after Carnahan defeated Schoemehl in the primary that the teachers groups switched their allegiance.

"What showed to our members that he was different," Walker said, was Carnahan's reaction — within days of taking office in 1993 — to a judge's ruling that threw out the state's long-standing school-aid formula.

The new governor, Walker recalled, "immediately convened the education groups

and the legislative leaders to talk about dealing with it. And he said education would need more money and 'I'm committed to making that happen, and we need to make it happen now.'"

Carnahan's embrace of teachers groups that hadn't first embraced him won him their everlasting loyalty, Walker said. They also were won over by Carnahan's steadfast defense of that 1993 tax hike. "He never ran away from it," Walker said.

The Rev. Earl Nance, head of the St. Louis Clergy Coalition, said many African-American civic leaders were fans of Carnahan because he had sought their support early on. He captured more endorsements from urban black leaders than Schoemehl — a stunning achievement for a rural politician.

Carnahan kept their support because "he was a man of his word," said Rep. William L. Clay, the dean of Missouri's

newspaper, city and state.)

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Some backers came late to Carnahan's camp

Mel Carnahan is pictured at his last public event, where he pledged his support for federal legislation to outlaw hate crimes, employment discrimination based on sexual orientation. He died directly in the gathering Monday in St. Louis to the plane flight that ended in his death.

PHILIP DEITCH



congressional delegation.

"He made more inclusive appointments to staff, judgeships and commissions than any previous governor," Nance said. "I was so impressed by his response to the I-70 shutdown, even though his opponents accused him of pandering. As far as I'm concerned, he was the finest governor we've ever had."

Carnahan's staunchest supporters from the beginning were Missouri's women's groups — who saw him as their first public champion of reproductive rights and women's health care issues.

And he never let them down, even though he took some of his toughest hits from anti-abortion groups and others who called Carnahan a threat to family values.

"He was a great champion and extraordinarily grounded," said Paula Gianino, chief executive of Planned Parenthood of the St. Louis Region. "He never wavered."

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THE CARNAHAN FUNERAL

Mourners line road to rural cemetery

Randy Carnahan is remembered as generous, helpful

By TERRY GANEY
Jefferson City Bureau Chief

ELLSINORE, Mo. — Every spring, around Memorial Day, the family of Gov. Mel Carnahan would pay a cleanup visit to the Carson Hill Cemetery near here to remove the leaves and debris from around the graves of their ancestors.

This year, because of the press of his campaign for the U.S. Senate, Carnahan did not participate in the family tradition. According to his spokesman, Jerry Nachtigal, the governor felt bad about missing it.

Late Saturday, Carnahan returned to the cemetery, along with his son, Randy. The gover-

nor was buried beside the grave of his father, A.S.J. Carnahan, a former congressman. Randy Carnahan was buried nearby, with a space left between for Carnahan's widow, Jean.

The burial took place in twilight, after a 132-mile trip from Rolla, where a memorial service had been held earlier in the day for Randy Carnahan. The governor, his son and a campaign adviser, Chris Sifford, were killed in a plane crash Monday night.

The 24-car funeral procession made its way along Missouri's highways on a beautiful fall day. All along the roadside, people stood in silent salute to the governor who had served the state for nearly eight years.

Service was the theme of the burial prayer recited by Robert Johnston, pastor of the First Baptist Church in Rolla, who presided at the graveside ceremony. Johnston said that both Mel and Randy Carnahan had "shared a deep commitment to others."

See Carnahan, A14

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Carnahan

Mourners honor memory of governor's son

Continued from A1

They shared the same attitude as Jesus," Johnston said. "They put aside pride and put on the cloak of a servant."

Jean Carnahan was joined by her three surviving children for the service: Robin, her daughter, and Tom and Russ, who was accompanied by his wife, Debra. Before the service ended, they led the group in singing "Amazing Grace."

The pallbearers for the two caskets included the officers who made up the governor's security detail. Most of them were members of the state Highway Patrol, except for St. Louis Police officers Thomas Malecek and Thomas Toth. They took over those duties when the governor was within the city limits. Toth and Malecek put Carnahan, his son and Sifford on the plane Monday night when they departed from Parks Bi-State Airport.

Retired Gen. Ray Pendergrass, whom Carnahan appointed as state adjutant general to command the National Guard in 1993, collected the flag that had covered Carnahan's casket. Before becoming a state legislator, treasurer, lieutenant governor and governor, Carnahan had served as an officer in the Air Force.

Pendergrass presented the flag to Jean Carnahan and told her it was a symbol of her husband's service to his country and his state both in the armed forces and in government.

Pendergrass and his wife, Sonia, had known Mel and Jean Carnahan since 1959 when the Pendergrasses moved up from Arkansas.

When Pendergrass' wife died, shortly after he retired from the guard in 1997, Mel Carnahan gave her funeral oration. After walking away from the service, the retired general began to weep.

"The entire state of Missouri loved Mel," Pendergrass said.

Governor's last ride

The funeral procession left Rolla at 2:20 p.m. going east and south on Route 72. A Highway Patrol cruiser traveling at 35 miles per hour led the caravan, and another brought up the rear. Two hearses, one white, one black, carried the caskets. All along the way, people paused to give respect to the governor on his last trip through the state.

People stood along the roadside with their hands over their hearts. In Salem at 3:05 p.m., a group of well-diggers in camouflage stood at attention, their caps in their hands on their chests. Men stood in fields and on the shoulders of the road; women held children holding flags. One woman held up a hand-made sign: "God Bless You Mel."

After the route turned south toward Bunker, the rust-colored trees of the Mark Twain National Forest formed a narrow corridor along the roadway. In Bunker at 3:50, it seemed as though the whole town turned out. At an intersection, a crowd had gathered where some people held up red, white and blue "Carnahan for Senate 2000" signs that had black ribbons attached. People waved and wiped away tears.

At Highways 72 and 21, the procession turned south and headed into Ellington. It was there at an intersection that two men held up a sign reading, "Jean for U.S. Senate. The Fire Still Burns."

Because of the timing of Carnahan's death, there is not sufficient time to put a new Democratic candidate on the ballot Nov. 7 to oppose Sen. John Ashcroft, R-Mo. Should Carnahan get more votes than Ashcroft, it would be up to Gov. Roger Wilson to appoint the new senator.

There has been quiet discussion—and it will become louder now that the governor is buried—that Wilson should announce that Jean Carnahan is the person he would appoint.

During a memorial service for Carnahan in the state capital on Friday, Robin Carnahan said that her father always had told her to "Keep the fire burning."

The sun was just beginning to sink below the ancient Ozark mountains when the procession found its way to the small cemetery nestled on a hillside among golden-leaved hardwoods. The family gathered under a blue awning for the 10-minute service.

Then they stood until it got dark hugging people who had come from miles around to witness the service. Mel Carnahan's passing

had prompted a visit by a president's wife, and a vice president and his wife. At the end, those who came to see him off were the country folk with whom Carnahan was most familiar.

The seal of the state of Missouri is engraved in the stainless steel cover of the vault containing the governor's casket.

Randy Carnahan

In a funeral earlier, friends and relatives paid tribute to the governor's son, Roger "Randy" Carnahan, the pilot who was at the controls of the campaign plane when it crashed.

The governor's public tribute on Friday in Jefferson City drew thousands of mourners, including President Bill Clinton, who spoke near the end of the two-hour ceremony. But at Saturday's service, the speakers focused on Randy Carnahan.

Large crowds also gathered in Puxico, Mo., on Saturday for the visitation of Chris Sifford, 37, the governor's campaign adviser who also was killed in the crash. Sifford's funeral is Sunday.

In Rolla, Tom Carnahan, the youngest of the Carnahans' four children spoke movingly of his brother Randy.

He remembered Randy as a big brother who could be relied upon, an avid outdoorsman and a generous man who always made time for others.

Tom Carnahan recounted the times that his brother had climbed mountains, canoed Missouri streams and trekked in six continents.

"He loved the great outdoors," Tom Carnahan said.

Russ Carnahan recalled Randy as a loving uncle to his two children. He said Randy always had made time for his children, taking them on horseback rides on the Carnahan farm near Rolla.

"Randy's life is a great reminder that it's important to play and be with family," Russ Carnahan said.

Bruce Wenger recalled the many float trips that he had taken with Randy Carnahan that eventually became annual expeditions over 20 years.

"Randy was always the glue that held us together," Wenger said.

Randy Carnahan, 44, ran the Carnahans' law office in Rolla and was the chairman of the board of trustees of the First Baptist Church, where Saturday's services were held.

An instrument-rated pilot, he regularly flew his father on his campaign trips across Missouri.

That's what he was doing Monday night when his twin-engine plane crashed in poor weather in Jefferson County.

Saturday's services were entitled a "Celebration of the Life of Randy Carnahan." Richard Dickerman, the first speaker at the memorial service, met Randy Carnahan while working with young people at the church.

"He made a real impact on the lives of young people," Dickerman said.

The pastor of the church, Robert Johnston, said Randy Carnahan once flew across the state to Kansas City to pick him up and take him back to Rolla to console a family that had lost a loved one.

"He enabled me to minister to others in a time of great sorrow," Johnston said.

Bill Hickle, a partner in Randy Carnahan's law office, recalled how Randy Carnahan had let an elderly person stay rent-free at one of the houses he owned.

"He showed compassion and empathy to the elderly," Hickle said.

Hickle only learned of the gesture when someone else in the office told Hickle about it.

"When Randy gave, he gave in secret," he said.

Overflow crowd

Hundreds of people lined up two hours before the memorial service began. The church could not accommodate everyone, and the overflow crowd watched the service by telecast in the high school gymnasium across the street.

The service was marked by an unusual degree of openness. Jean Carnahan and her children let anyone attend who wanted to and greeted them in the back of the church.

After the funeral, the procession

left Rolla for the drive to the family cemetery in Ellsinore, a small town in the Missouri Ozarks.

Gov. Roger Wilson and his wife, Pat, attended the family service along with other statewide elected officials.

Tom Carnahan remembered the last time he saw his brother, before he left St. Louis Downtown-Parks Airport for a campaign flight to New Madrid, Mo:

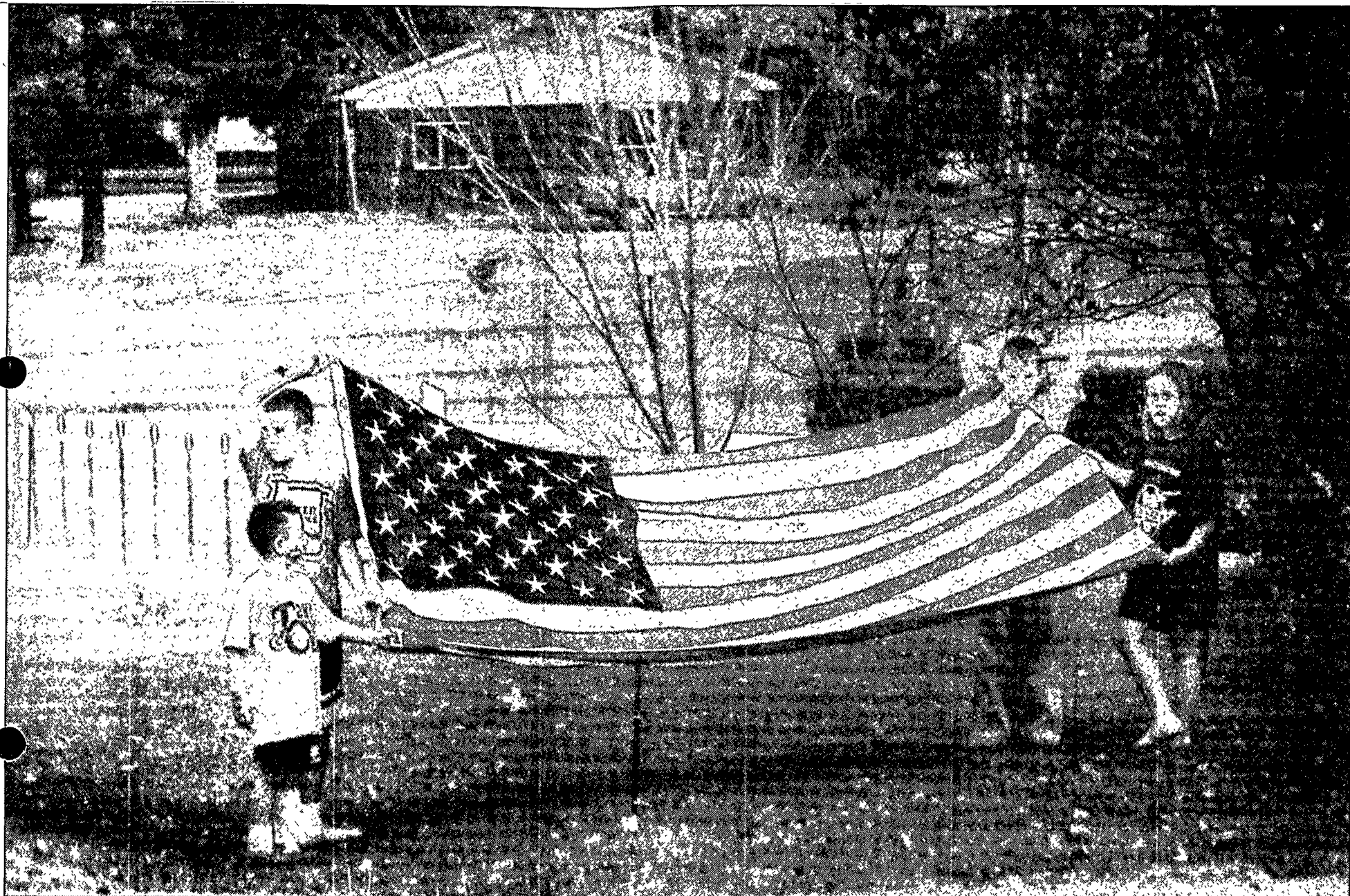
"Being the cautious pilot that he was, his favorite television channel was The Weather Channel," he recalled. It was a rainy evening, and Tom told his brother to be careful.

"In a calm voice he turned to me and said, 'It's all right, Tom. It may look bad here, but it's better where we're going.'"



J.B. FORBES / POST-DISPATCH

Friends and relatives gather as the bodies of Gov. Mel Carnahan and his son Randy are carried to their graves Saturday at the Carson Hill Cemetery in Ellsinore, Mo.



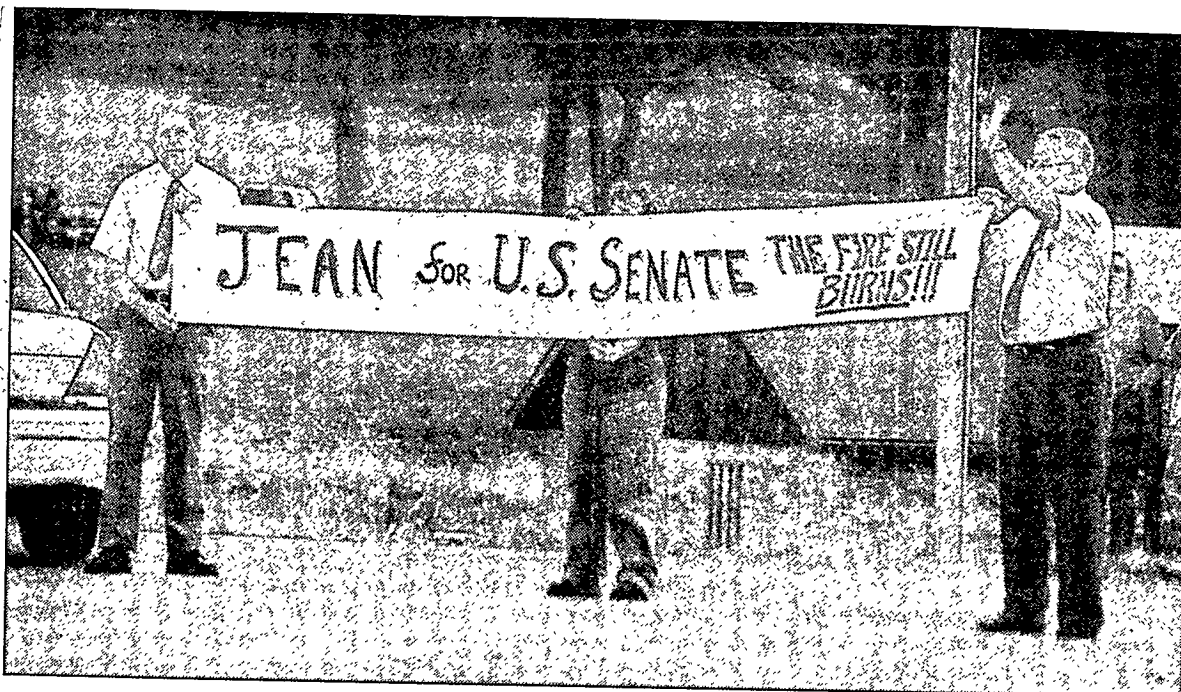
J.B. FORBES/POST-DISPATCH

Children hold an American flag Saturday as the funeral procession for Gov. Mel Carnahan and his son, Roger "Randy" Carnahan passes along Missouri Highway 72.



ERIK M. LUNSFORD/POST-DISPATCH

Jean Carnahan, widow of Gov. Mel Carnahan, is accompanied by her grandson, Andrew Carnahan, at the First Baptist Church in Rolla, Mo., Saturday after the funeral service for Gov. Carnahan and his son, Roger "Randy" Carnahan.



J.B. FORBES/POST-DISPATCH

Dennis Brooks (left), Jennifer Meade and Robert A. Johnson hold up a sign Saturday in Ellington, Mo., urging Jean Carnahan to run in place of her husband. Johnson had the idea for the sign. He is prosecuting attorney for Reynolds County and a friend of the Carnahan family.



J.B. FORBES/POST-DISPATCH

The funeral procession for Gov. Mel Carnahan and his son, Roger "Randy" Carnahan, makes its way through Salem, Mo., on Saturday.

7 other political widows have inherited U.S. Senate careers

Three currently serve in House, including one from Missouri

BY KEVIN MCDERMOTT
Post-Dispatch Springfield Bureau

If Jean Carnahan were to pick up her late husband's political legacy and carry it into the U.S. Senate, she would be the eighth woman in history to do that, and the first to do it under the odd circumstances facing Missouri today.

Currently there are three congressional widows, all serving in the House: Jo Ann Emerson, R-Mo.; Lois Capps, D-Calif.; and Mary Bono, R-Calif., widow of singer-turned-politician Sonny Bono. There are none in the Senate.

But during this century, it has happened often enough to be considered a bona fide political tradition. Of the 26 female senators America has had, seven were congressional widows. In the House, the ratio is 37 widows out of 165 women total. In the first half of this century, it was practically the only way women got into Congress.

"Clearly, there's a lot of historical precedence for it," says Washington University political scientist Jim Davis. "The short, tough bumper sticker could be: 'Widows Win!' How do you run against them?"

In fact, historically, widows who agree to inherit their husbands' campaigns usually end up winning. According to the 1995 book "Congressional Women," 84 percent of congressional widows who ran for their late husbands' House seats from 1916 to 1993 won, compared with just 14 percent of other female candidates.

The flip side is that those widows usually ended up not staying in Washington for long, at least until recently. That phenomenon has its roots in the old Democratic machines of the South, where widow-legislators were expected to serve when needed and then to leave.

Widows in the U.S. Senate

Widows who have served in the Senate and the years they held office:

- 1931-45: Hattie Wyatt Caraway (D-Ark.)
- 1936-37: Rose McConnell Long (D-La.)
- 1948: Vera Cahalan Bushfield (R-S.D.)
- 1960-67: Maurine Brown Neuberger (D-Ore.)
- 1978-79: Maryon Pittman Allen (D-Ala.)
- 1978-79: Muriel Buck Humphrey (D-Minn.)
- 1992: Jocelyn Birch Burdick (D-N.D.)

"The understanding was, after she completed (her husband's) term, a 'real' Democrat — meaning a man — would run to replace her," said "Congressional Women" author Irwin Gertzog, a political science professor at Rutgers University.

Gertzog said that element has changed in recent years, with women more often running for subsequent terms, often to the chagrin of the political machines that appointed them in the first place. They tend to be popular with their own parties' voters, though, not only for the sympathy factor but also because they are considered the most reliable bet to act as their late spouses would have acted.

"They almost always carry on whatever they understood their husbands' legacies to be," Gertzog said. "They know that legacy better than anyone. For the most part, you're going to get what you would have gotten with the husband."

Ken Warren, political science professor at St. Louis University,

newspaper, city and state.)

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agreed. "There is an assumption — and I think it's an erroneous one, if you're married — that she's going to agree with her husband on everything," Warren said. "The idea is . . . that the wife will most likely be an extension of the husband."

Once in Congress, they join a small and relatively new club, one that required two modern constitutional changes — women's suffrage and the direct election of senators — before it could admit its first member.

The first was Hattie Caraway, an Arkansas Democrat appointed to her late husband's Senate seat in 1931. (She held it until 1945, angering Democratic leaders who had expected her to step aside much earlier.) The most recent was Jocelyn Birch Burdick, D-N.D., who filled in briefly for her husband in 1992.

The most notable congressional widow might be Margaret Chase Smith, the Maine Democrat, a widowed House stand-in (in 1940) who went on to become one of the nation's most renowned senators, serving until 1972.

Despite this precedent, Carnahan's situation is unique for several reasons. First, her husband wasn't a midterm incumbent; always in these cases in the Senate, and usually in the House, the widow had been appointed (or sometimes elected in a special election) to finish out a late husband's term.

And in those few instances where the death did occur before the husband had actually won the congressional seat (Gertzog said he knows of two House seats in which that happened), the parties were able to put the widow's name on the ballot. That won't happen in this case.

Emerson, the Missouri Republican who is one of the three currently serving congressional widows, declined to be interviewed for this article, according to a spokeswoman. Instead, her office released a brief statement.

"In 1996, when folks went to the polls, they knew that it was me for whom they were voting (or voting against) and not my deceased husband, Bill," Emerson said in the statement. "Today's tragic Missouri US Senate situation has virtually no comparison to what occurred in 1996."

No widower has successfully inherited his wife's political career.

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Tiny Missouri town mourns aide who died with governor

Jean Carnahan and others praise Chris Sifford

By JO MANNIES

Post-Dispatch Political Correspondent

PUXICO, Mo. — Residents of the tiny southeast Missouri town of Puxico didn't need the trappings of a state funeral, or the draw of the nation's top leaders, to pack the high school gym on Sunday and mourn one of their own.

About 1,000 people — more than Puxico's official population of 819 — came to grieve for Chris Sifford, the young top aide to Gov. Mel Carnahan, who died with the governor in a plane crash last Monday.

Sunday's funeral was the last marking the horrific accident, which also took the life of the governor's son and pilot, Roger "Randy" Carnahan. The Carnahans were buried Saturday in Ellsimore, Mo. Sifford was buried Sunday at the Puxico city cemetery.

Sifford, 37, was a local success story, a high school leader who had become the confidant to the state's chief executive. Sunday's service was a mix of the professional and the personal, with state leaders sharing their remembrances with childhood friends.

But it was the governor's widow, Jean Carnahan, who set the tone when she unexpectedly walked up to the podium to explain why Sifford meant so much to so many. The aim, in part, was to make sure that his death was not overshadowed by that of his high-profile boss.

See Sifford, A9

Sifford

Small town mourns aide who died with governor

Continued from A1

"Chris and Mel were soul mates," Mrs. Carnahan said in her first public address since the crash.

"Both believed that one person could make a difference" and that "public service was a high calling."

Mrs. Carnahan, who wasn't listed on the program, said she hadn't been sure she would be able to amass enough composure to speak.

"My heart was crushed, my emotions frayed by the events of this past week," she said.

Her decision to speak reflected what she called "the bond of devotion" between the grieving Carnahan and Sifford families, and Mrs. Carnahan's desire to galvanize those who cared for those who died.



Sifford

Was journalist before working for governor

"For them, don't let the fire go out," Mrs. Carnahan said, recalling one of her husband's pet phrases that was repeated often at his memorial service Friday.

She and others recounted how Sifford often had used his trademark wit and humor to diffuse many a tense moment on the campaign trail and at the state Capitol, where he had served Carnahan for the past eight years. Sifford had been a journalist in Springfield, Mo., when he agreed to become Carnahan's press secretary and later, his chief of staff.

Sifford had taken a leave in July to join the governor's campaign staff, as Carnahan sought to win election next month to the U.S. Senate, unseating Sen. John Ashcroft, R-Mo. Randy Carnahan had been flying the governor and Sifford to a campaign event when their plane crashed in Jefferson County.

Gov. Roger Wilson, who had been the lieutenant governor until the crash, recalled how Carnahan's campaign effort seemed to blossom once Sifford had come on board. "Chris was and had something special," Wilson said.

He recounted that Sifford, even with his duties, made time so he could spend some afternoons mentoring a student at a local elementary school.

None of the officials knew who the child was, and Sifford rarely talked about it — preferring to let such good works speak for themselves, Wilson said.

Dedication to hometown

What the small town of Puxico should be most proud of, Wilson said, is that it had instilled in Sifford the right kind of values — and that he loved the town for it.

Sifford also was known for making sure he attended every Puxico High School homecoming, regardless of what was happening in the state Capitol.

"What does that say about you," Wilson said, "that he would drop us like a hot ingot to be back here?"

Childhood friend Roy Temple, now executive director for the state Democratic Party, recounted Sifford's involvement in aiding victims of the Great Flood in 1993.

What has struck him now, Temple said, is the "flood of humanity, a flood of affection" from average

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Friends and relatives of Chris Sifford, who died in a plane crash last week with Gov. Mel Carnahan and the governor's son, walk to the cemetery after his funeral Sunday in Puxico, Mo.

Missourians "for those we lost."

Temple, also a Puxico native, emphasized how Sifford, who was single, adored his father and doted on his siblings and their children.

In return, his family, friends — and their hometown — offered such unconditional love that made it possible for Sifford to be willing to take risks and brave failure, Temple said.

A writer and musician

Among those listening was Sifford's high school English teacher, Larry Speight, who recalled his talents as a musician, writer and leader.

A gifted piano player as a high school student, Sifford had accompanied Speight as the teacher sang for weddings and other engagements.

The two were part of a singing group, "One Night Only," that raised money for Sifford's senior class and then took top honors at a nearby junior college competition.

Speight said he was struck by Sifford's compassion for others. When Speight and his wife, Rita, dropped by the governor's office a couple of years ago to see Sifford, he had quickly arranged for them to meet Carnahan and talk to him for half an hour.

The crowd's feeling of loss was palpable.

"He was blessed with so many gifts, and gave every one of them away," said Chris Whitley, a college friend and now top press aide in the Western District's U.S. attorney's office.

Whitley's boss, U.S. Attorney Stephen Hill, said it was Sifford's demeanor that "made calling the governor's office for work a real pleasure.

A conversation with Chris never

started with work. It was always, 'How are you doing?' and 'How's your family?' That's what made him stand out."

Spiritual life

What grabbed Sunday's audience the most, however, was the account by the Rev. Kern Lumley, Sifford's pastor and close friend in Jefferson City, of how Sifford had quietly become more spiritual.

"Chris Sifford did a terribly dangerous thing two years ago. He picked up the Bible," Lumley said. Little over a month ago, he added, Sifford was baptized.

Lumley emphasized that he, too, was devastated by Sifford's loss. Sifford was a frequent guest in the family's home and doted on Lumley's two young children.

The couple had their third child, a son, on Saturday, and named him Jonathan Sifford Lumley.

"Every Ford Explorer I have seen, I have looked at to see if it was his," Lumley said, explaining his own difficulty in coming to grips with the loss. "That includes four times on the way here.

"Chris Sifford's life deserves your tears," he continued. "God knows what it's like to lose a son, and at a young age."

Lumley went on to recall his frequent playful jabs at Sifford's job, asking him "exactly what do you do?"

Sifford would reply, "It's my job to tell the governor that everything's OK," Lumley said.

And as sad as it may seem, the pastor continued, when it turned out that Carnahan's flight Monday night wasn't going to be OK, "Chris would have wanted to be there."

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JAMES A. FINLEY / THE ASSOCIATED PRESS
Mourner's embrace Sunday beside the grave of Chris Sifford, who was Gov. Mel Carnahan's top aide.

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Residents, rescuers were the first to feel shock waves of Carnahan plane crash

BY PAUL HAMPEL
Of the Post-Dispatch

Darkness fell on one of the rainiest days in the sunniest of months.

On a hill in Barnhart, wind whipped the fog, and the drizzle turned to a downpour.

Inside her hilltop house, Chris Soong finished bathing her baby Ellie.

As Soong patted Ellie dry in the upstairs master bedroom, she heard a metallic screech that startled the baby.

The sound bore down on the house at high speed. It reminded Soong of the rockets she calls "the screamers" at big fireworks displays.

The scream deepened to a roar. Then it was almost on top of them, and Soong knew what it was.

It swept over the roof, and the walls shook. Then came a flash and the loudest sound that Soong had ever heard.

The shock waves rattled the windows like snare drums, and the house shuddered. The baby let out a wail.

"When I heard the explosion, I immediately started crying," said Soong, 28. "Because I knew whoever was on that airplane was dead."

Within two hours, Soong would learn who died last Monday when a twin-engine Cessna plummeted 3,000 feet in seconds and crashed a few hundred yards from her home: Missouri Gov. Mel Carnahan, 66; Roger "Randy" Carnahan, 44, his son and pilot; and Chris Sifford, 37, a campaign adviser.

On Saturday, National Transportation Safety Board investigators found Randy Carnahan's log book at the site of the crash, said NTSB spokeswoman Lauren Peduzzi. The book contains his flying hours, among other information, which will likely prove crucial in the investigation.

The men were trying to reach a political rally in New Madrid, Mo.

Carnahan was the Democratic challenger to Sen. John Ashcroft, R-Mo., in a Nov. 7 election that promised to go down to the wire.

The crash would draw a whole state and beyond into a melancholy emotional circle that felt much more compact.

A single-minded interest extended from the living room of Louis Pyatt, 73 — who lives a mile and a half from the impact in Goldman but felt such a shock he thought a drunken driver had plowed into his house — to the governor's hometown of Rolla, Mo., where TV viewers absorbed the tragedy.

And it saturated points between, such as the home in Arnold of Jim Allred, 38, deputy chief of the Rock Community Fire Protection District.

At 7:30 p.m., a few minutes before the crash, Allred was making chili for supper because, he said, it just felt like a make-chili-and-stay-inside kind of night.

The police scanner atop Allred's refrigerator chattered with routine calls. Occasionally, he could hear his wife, Mindy, a police dispatcher in south St. Louis County. Her voice on the scanner was nice com-



Gov. Mel
Carnahan



Roger "Randy"
Carnahan

pany.

At 7:36 p.m., the scanner blared alert tones that preceded an emergency dispatch: "Possible plane crash."

Allred ate quickly and listened closely as frustrated emergency workers tried to pin down the scene.

The dispatcher advised that witnesses reported a fireball near Lake Lorraine. Others reported what sounded like a dynamite explosion in Goldman. Some said they saw a flash in Barnhart and heard a crash near Antonia.

It was a typical rural frustration: responding to an emergency that lacked a handy address.

Dispatchers quickly called for backup, which indicated to Allred that a lot of 911 calls had poured in.

"There were so many calls coming from so many places that I wondered if the light of the fireball somehow carried farther on the fog than it would have on a clear night," Allred said last week.

He wondered whether it was a light aircraft or a major airliner.

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Then, Lambert Field came over the speaker with a report that a four-seat Cessna had dropped off radar at 7:32 p.m.

Crash site is located

Minutes earlier, Randy Carnahan had contacted the control tower to report trouble with his primary attitude indicator, which shows when an airplane is level or banking, descending or climbing.

About 8 p.m., the Goldman and Antonia crews located the crash on the side of a high ridge in thick woods near the boundary of Barnhart and Antonia, near the intersection of Rice and Old Lemay Ferry roads. Topographic maps put some hilltop elevations in the area at more than 1,000 feet.

Allred, who joined the Rock Community fire department in 1991, remembered at least three crashes of light aircraft in that vicinity over recent years.

Eventually, dispatchers would alert all Jefferson County emergency workers to report for a special assignment. By then, Allred was already en route in his Ford pickup.

He had been on several searches like this before. He has an advanced outdoor search and rescue certification and knew before he reached the scene what would happen when he got there.

Emergency workers would follow the general Occupational Safety and Health Administration rules that guide firefighters. Nobody would just go diving into the woods. "We'd pair up, just like

going into a burning building — two in, two out," Allred said.

It was 8:30 p.m. when Allred reached the area where rescuers were assembling, about 15 miles from his home. He pulled in and parked behind a crew of six that had just arrived from the Shady Valley Fire Protection District.

Ultimately, at least 18 departments responded, some coming from as far as Affton, about 35 miles away. Authorities later estimated that more than 100 people participated in searches.

Allred figured he was among the first two dozen.

It was misting, but Allred, in a sweat shirt, jeans and boots, was dressed for the weather.

He turned on his flashlight and checked in. Debris and human remains had been found, but nobody mentioned anything about the governor.

Allred paired up and entered the woods as part of a team that included three Highway Patrol officers, two Jefferson County sheriff's deputies and four firefighters. They were to mark any debris or human remains with yellow "fire line" tape.

As authorities went into the woods, they passed residents coming out on four-wheel ATVs who had tried unsuccessfully to find the wreck.

Allred's team didn't walk far before they encountered debris.

"We were noticing some small, white pieces of aluminum no bigger than your hand," he said.

Signs of the crash seemed to be

everywhere — at their feet, in the trees above them, embedded in the hillside.

They would later learn the debris field extended for at least a quarter of a mile.

They dug their boots into the steep ground and descended a ravine before reaching a rocky outcropping.

Just below the rock face, Allred's team saw more lights ahead, flashing in thick fog.

The crew had reached the main crash site, joining about a dozen other rescuers waving flashlights back and forth over the craggy ground and marking debris and remains with red flags and yellow tape.

The odor of airplane fuel filled the air.

During Allred's hour at the scene, word began to spread among the emergency crews that the crash had "some government connection."

"Then a ranking officer decided we needed to leave the crash site until better light," Allred said.

Not until Allred got home late Monday night did he learn from a television report that he had been marking the splintered remnants of the governor's Cessna 335.

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P postnet.com/carnahan Read Post-Dispatch coverage of the crash of Gov. Mel Carnahan's plane and remarks from President Bill Clinton and Jean Carnahan, and view slide shows of the memorial service.

(Mount Clipping in Space Below)

Investigators end work at crash site

BY KEN LEISER
Of the Post-Dispatch

Federal investigators have completed their work at the scene of last week's fatal plane crash that killed Gov. Mel Carnahan, his oldest son and a campaign adviser.

National Transportation Safety Board Lauren Peduzzi said the investigators left Jefferson County on Monday. The investigation still is expected to take nine to 12 months to complete.

Pieces of Carnahan's campaign plane will continue to be stored at the Missouri National Guard armory near Festus.

The pieces of wreckage were recovered from the wooded hillside about seven miles north of Hillsboro, boxed up and taken to the armory. There, the pieces were reassembled for analysis in a two-dimensional reconstruction of the aircraft.

"We will maintain possession of it until we feel we no longer need it for investigative purposes," Peduzzi said.

The crash on Oct. 16 killed Carnahan, 66, his son Roger A. "Randy" Carnahan, 44, and campaign adviser Chris Sifford, 37. Randy Carnahan was believed to be at the controls of the Cessna 335 when it took a fatal plunge during bad weather.

Safety board investigators turned up Randy Carnahan's pilot log over the weekend, Peduzzi said. The log includes information about Randy Carnahan's experience flying in instrument conditions.

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After shunning politics, Wilson gracefully eases in as governor

"Good people" in office will help guide state

By VIRGINIA YOUNG

Post-Dispatch Jefferson City Bureau

COLUMBIA, Mo. — As he rode home with a highway patrol officer on the day he was sworn in as governor, Roger Wilson called his wife, Pat, to make dinner plans. She suggested they go out, but he preferred her alternate idea: Warm up the steak soup.

Arriving around 6:30 p.m. at his quiet subdivision on the edge of this college town, he doffed his suit coat and set the table. He insisted that the patrolman and a visiting reporter join them. Crackers, brownies, and a dollop of homemade applesauce rounded out the menu.

Roger Wilson has turned into a homebody. The man who breathed politics as state senator and lieutenant governor has enjoyed settling into a relaxed lifestyle that includes time for golf, home-cooked meals, week-end outings with his children and brush-cutting on the family farm.

See Wilson, A7

Wilson

Wilson gracefully eases in as Missouri governor

Continued from A1

That pace ended Oct. 16, when Wilson learned that Gov. Mel Carnahan's plane had gone down. Whisked to the Capitol, Wilson became acting governor within hours. At 1:08 a.m. Wednesday, after coroners certified that Carnahan had died, Wilson was sworn in as the state's 52nd governor.

He focused last week on comforting the governor's staff and his family, who also lost son Roger "Randy" Carnahan in the crash. Wilson also grieved with the family of senior campaign aide Chris Sifford, who died in the crash. But this week, Wilson is tackling the decisions that fall to the person who occupies the second-floor governor's office in the Capitol.

Friends say the state could find no steadier helmsman for the final 2½ months of Carnahan's term.

"He's been the bright spot in the whole thing," said House Assistant Majority Leader Jim Foley, D-St. Ann. "The staff is in an emotional time, and Roger has been the strength. He's the right person for the right time."

While Wilson sees no urgent problems ahead, he'll have plenty to mull, such as:

- Requests to intercede in death-row cases, starting with the execution Nov. 15 of James Chambers for a murder in Arnold.

- Appointments to state boards and to fill vacancies in county offices and judgeships, including several on the circuit court in the Kansas City area.

- Underpinnings for next year's state budget, which is being assembled by state agencies now for presentation to the Legislature by the next governor in January.

"I'm sure there'll be complications," Wilson said last week. "I'm sure there'll be crises. But we're not going to get this too complicated. We've got good people we can sic on any problem."

Carnahan's staff is preparing briefing papers, laying out the significant issues facing state departments. For example, Wilson will be updated on the state's role in financing the \$265 million St. Louis convention hotel.

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More mundane matters also must be handled.

"We need to get the Web page changed and we need to get the stationery changed," said Mike Hartmann, chief of staff in the governor's office. Wilson wants Carnahan's photo to remain on the wall in state offices; Wilson's photo will be hung beside it.

Wilson was out of the office Monday afternoon, attending a relative's funeral.

He is expected to make his first major announcement today on how he will handle the void in the U.S. Senate race created by Gov. Mel Carnahan's death. Many Democrats are hoping the governor's widow, Jean Carnahan, would agree to fill the office if her late husband wins.

Leaving government

Wilson's time at the top comes just as he prepares to leave government.

The 52-year-old talked openly for years of his desire to be governor and was widely considered Carnahan's heir apparent. But he stunned supporters in March 1998 when he announced he was dropping out of the race that was shaping up against a fellow Democrat, State Treasurer Bob Holden.

Wilson cited a distaste for raising the millions of dollars needed in campaign cash and a reluctance to miss his teen-age son's final three years at home. The Wilsons' son, Drew, 17, is a high school senior; they have a daughter, Erin, 22, a senior at Central Missouri State University in Warrensburg.

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KELLEY McCALL / THE ASSOCIATED PRESS

Gov. Roger Wilson talks with reporters Wednesday in Jefferson City.

Wilson still held his annual golf tournament this summer, but instead of using the proceeds to fund his campaign, he set up a charity that helps families of law enforcement officers killed in the line of duty. The first two checks went to families of jail guards killed in Moberly, Mo., this summer.

Boosting law enforcement has been one of Wilson's passions. His grandfather was Boone County sheriff when he was killed in a gunbattle with bank robbers in 1933. Wilson's father had to drop out of high school at age 16 to work at a lumber store and help support his mother and three siblings.

A reluctant start

Roger Wilson never intended to get into politics. He grew up watching his father campaign at ice cream socials and chicken suppers. The elder Wilson, also named Roger but known by his middle name of Woodrow, was the Boone County collector, in charge of property tax bills and receipts.

"He always called his dad Woodrow, which I always thought was

odd," recalls Pat Wilson. "And I said, 'Why do you do that?' And he said, 'Because in a crowd, if you call him Daddy, he wouldn't turn around, but if I call him Woodrow, he would.'"

The younger Wilson became an educator, teaching fifth-grade science and then, working as an assistant elementary principal in Columbia. All that changed when his father died unexpectedly in 1976.

Then-Gov. Christopher "Kit" Bond appointed a political nemesis of his father's as collector. Outraged, the Wilson family asked Roger to reclaim the office in the special election.

"We talked him into it," recalls Wilson's uncle, Bill Wulff. Wilson found that he enjoyed politics. He won a state Senate seat in a special election in 1979, when his daughter was 3 months old.

"He came home and said, 'What would you think if I ran for the Senate?' " Pat Wilson says. "I said, 'I'm too tired to care. Do whatever you want to do.' What I didn't know was that he'd be gone for six months at a time." The Legislature meets from January through mid-May.

Wilson's priorities in the Senate centered on law enforcement, education and the elderly. His style was feisty and full of one-liners.

He sponsored a crime victims rights bill, which allowed victims to seek restitution. "There wasn't any right to restitution when my grandmother was left a widow with four kids," he said.

Wilson also championed a bill aimed at improving teachers' skills in exchange for better salaries. Then-Gov. John Ashcroft, a Republican, signed that act, but he and Wilson often clashed, especially after Wilson became appropriations chairman.

Wilson needled Ashcroft for criticizing a school desegregation order without making suggestions on what areas of the budget to cut.

Wilson sponsored the "right to

die" law and played a key role in passing legislation designed to curb crimes against the elderly. The "right to die" bill allowed an adult to designate another adult to approve or prohibit medical treatment in the event of incapacitation.

He won his first statewide race in 1992, beating State Auditor Margaret Kelly by about 37,000 votes out of 2.3 million cast. His wife says: "He was gone two years and he was gray when it was all over. He just didn't look healthy."

After winning a second term in 1996, he started running for governor. But he hated being on the road and constantly asking for money. Though supporters worried that Democratic Party officials nudged him out to avoid a primary battle with Holden, Wilson said the decision was his.

He later took a part-time, \$45,000-a-year job with Rockwood Capital Advisors, a Brentwood money management firm. He said he wanted to boost his income to pay for his children's college expenses. The lieutenant governor's salary is \$77,079 a year.

Wilson said he quit the job at Rockwood last week and won't return until he leaves the governor's post in January. The governor's annual salary is \$119,982.

Freed from campaigning, Wilson has relished his newfound family time.

The Wilsons have told Jean Carnahan to stay in the Governor's Mansion as long as she wishes.

"I intend to step up if I'm needed," says Pat Wilson, a part-time elementary school counselor. "I can't do it as well as Jean did and if Jean wants to continue, if there are things she has set up and wants to do, it's all about her."

Pat Wilson recalls her husband saying: "Three years in a row? Drew's last three years? Raise \$7 million? Or have a life. And there was no contest. There just wasn't. He had reached a point where different things had different values."

A year after he got out of the governor's race, he also dropped his campaign for re-election as lieutenant governor. He said in an interview then that while he could have raised the \$1.5 million needed, "all my friends are just black and blue from me beating on them for money and everybody else beating on them for money."

Negative campaigns also had taken a toll. A biting TV ad financed by out-of-state interests in the 1996 campaign featured a Wilson look-alike with fistfuls of money, chomping on a cigar.

"When you see yourself portrayed as a smoking, drinking, gold chain and ring-wearing, Cadillac-driving, money-blowing gambler, when you get into the ridiculous, it really doesn't do the public any good," he said last year. "That's part of what drove my battery down."

AL4A7, St. Louis Post
Dispatch, St. Louis, Mo.

Date: 10/24/2000
Edition: Final *****

Title: Speculation centers on
Jean Carnahan

Character:
or
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Submitting Office: St. Louis

Indexing:

Speculation centers on Jean Carnahan

Wilson is expected
to announce that he
would ask her to serve

Ashcroft makes public appearance

By JO MANNIES
AND ERIC STERN
Of the Post-Dispatch

New Gov. Roger Wilson is expected to announce today that he will ask Jean Carnahan to serve in the U.S. Senate should her husband — the late Gov. Mel Carnahan — win next month's election.

At a news conference slated for this morning, sources say that Wilson will call on Missouri voters to follow his lead and cast their ballots on Nov. 7 for Mel Carnahan, who died in a plane crash eight days ago, along with his son and a key aide.

Since then, speculation has centered on his widow, Jean Carnahan, as the most likely replacement should her husband still manage to defeat incumbent Sen. John Ashcroft, R-Mo. Because it's too late to replace Carnahan on the ballot, it will be up to Wilson — a fellow Democrat who served as lieutenant governor until the accident — to make the appointment.

Jean Carnahan



Age: 66

Education:

Degree in
business
and public
administration
from George
Washington
University.

Political experience:

Democratic Party activist.

Family: Children: Russ, Tom and Robin; grandsons: Andrew and Austin.

Although Ashcroft declined to discuss the idea of a Jean Carnahan candidacy on Monday, he made a point of showing up at a campaign luncheon that highlighted his support from women. About 500 people — mostly women — attended the event organized by his wife, Janet Ashcroft, and featuring former GOP presidential contender Elizabeth Dole.

Roy Temple, executive director of the Missouri Democratic Party and close to the victims, said Monday afternoon that Jean

See Senate race, A7

149A-5L-186/182 -56
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Senate race

Speculation centers on Jean Carnahan

Continued from A1

Carnahan "has not been approached" about standing in for her husband.

"She's obviously aware of the speculation," Temple said. "But the time I've spent with her has been at funerals, which were neither the time nor place for such discussion."

Bolstering the talk was Jean Carnahan's first public address since the accident — an unscheduled speech at Sunday's funeral for aide Chris Sifford. She called for supporters to keep alive the victims' dreams. "For them, don't let the fire go out," she said.

Her daughter, Robin Carnahan, first used that phrase Friday at her father's state funeral, recalling his love of a fire in the family's fireplace. Over the weekend, sign-carrying mourners turned it into a slogan.

On Monday, Jean Carnahan issued a statement thanking fellow Missourians for sharing her grief. "It seems that I have lived a lifetime in a span of days... discovered a multitude of things about myself, my family and others that are revealed only in times of great sorrow," she wrote.

"Never let anyone tell you that prayers can't be felt or that hugs don't help," she continued. "I have been encircled by thousands, and they are the only thing that makes the hours bearable. And I have seen the goodness of God in the faces of the countless mourners who lined the roads and towns along the way."

Today's announcement could end some of the uncertainty for Ashcroft, who made a tentative re-entry onto the campaign trail Monday. Noticeably subdued, Ashcroft spent part of the morning working at Sunshine Mission, a faith-based organization at 1520 North 13th Street that aids the poor and homeless.

"I'm trying to work through this," Ashcroft said as he helped workers make scrambled eggs and pancakes. "For today and a good part of tomorrow, I'm going to be doing things like this. These are sobering events."



Sen. John Ashcroft, R-Mo., pitches in Monday at the Sunshine Mission in St. Louis.

ERIK M. LUNSFORD / POST-DISPATCH

Ashcroft said his television ads would remain off the air while he considers how to proceed. Despite his vigorous contest with Carnahan, Ashcroft said, he remained stunned by his opponent's sudden death. Carnahan had been en route to a campaign event in New Madrid, Mo., when his plane crashed.

Their spirited television debate on Oct. 15, the day before the crash, exemplified the best in campaigning, by focusing on issues that voters care about, he said.

But he added, "I'm not really in the place to talk about politics right now. I wouldn't characterize this as campaigning."

Ashcroft seemed more spirited a few hours later at the 500-person luncheon fund-raiser; the crowd of mostly women had paid \$25 apiece to hear Dole call for Ashcroft's reelection.

"I think we answered the gender gap problem," quipped Ann Wagner, chairwoman of the Missouri Republican Party, surveying the audience.

Ashcroft bounded into the packed banquet hall at the St. Louis Airport Marriott and embraced Janet Ashcroft at the head table.

He spoke only for a few minutes,

praising his wife's career as an educator. The senator then excused himself, citing a tight schedule filled with "a number of other things." He was en route to Kansas City to work at another homeless shelter.

Dubbed a "Working for Women" luncheon to honor Ashcroft's legislative record, the event indicated that Ashcroft's re-election campaign was not quietly going away.

Ashcroft's blue and yellow "Missouri values" campaign signs were plastered to every door of the banquet hall. A conservative newspaper's voter guide focusing on abortion, gambling and education was passed out.

Dole, a former presidential candidate, Cabinet official and American Red Cross president, twice called for the audience to deliver Ashcroft a "rousing victory" on Election Day.

"I want you to go out of here fired up," she said to applause.

Her remarks highlighted proposals Ashcroft has pushed in the Senate, including greater access to obstetrician-gynecologists, increased funding for breast and cervical treatment for low-income women and a plan to let women

who took time off work to raise children invest more in their retirement accounts.

Tammy Hasekamp, 37, of Maryland Heights, attended the luncheon and said the race was still a concern for Republicans. "Just because Carnahan passed, doesn't mean Ashcroft's going to be voted in," Hasekamp said.

Republicans acknowledge that Ashcroft can't attack Jean Carnahan directly, as he did her husband.

"My recommendation will be that the Ashcroft campaign present our senator as a man who deserves reelection," said John Hancock, executive director of the Missouri Republican Party. Hancock cited Ashcroft's "stature, his accomplishments, his record and his vision."

Temple, Hancock's Democratic rival, emphasized that the Carnahan-Ashcroft differences on the issues still remain. To say that their contest has ended because Carnahan has died, he said, "is an absurd notion."

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(Mount Clipping in Space Below)

(newspaper, city and state.)

Ald, St. Louis Post
Dispatch, St. Louis, Mo.

Date: *10 125 12000*
Edition: Final *****

Title: *Excerpts from Gov. Wilson's
Statement Tuesday about the U.S.
Senate race*

Character:
or
Classification: *149A-32-186182*
Submitting Office: St. Louis

Indexing:

Excerpts from Gov. Wilson's statement Tuesday about the U.S. Senate race

"You had asked me last week and I said it wasn't time for politics, and I'd just as soon it not be time for politics right now. But things have to move on. I was proud to be a member of the Carnahan administration and I was proud to see what transpired during that time and the number of people that were helped by a great team effort.

"Because of Mel's death, the

statutes indicate that if he should receive the largest number of votes in the upcoming election, then that vacancy would be filled by . . . appointment of the governor of Missouri.

"I want you to know today that should Mel Carnahan receive the largest number of votes in the election coming up, it is my intention to ask Jean Carnahan if she would fill that two-year term.

"It is important that we do this today and if this had happened six months ago, obviously we would take more time. But there is a responsibility in a democracy to let voters know what their choices are. And that is what this press conference is about.

"I talked to Jean this morning, indicated to her that I was doing this. She said she understood because we had another visit about

some of the pressures that were building. She thanked me for letting her know. She indicated that that was certainly a decision that she was not ready to make at this time and I respect that.

"On a personal note, I would ask that you handle this situation with the same style and grace that you handled last week's situation."

Source: Missouri governor's office

Ald, St. Louis Post
Dispatch, St. Louis, Mo.

Date: 10/23/2000
Edition: Final *****

Title: Jean Carnahan is described as
tough, committed, strong

Character:
or
Classification: 149A-31-186182
Submitting Office: St. Louis

Indexing:

(X)
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Jean Carnahan is described as tough, committed, strong

She, her late husband
were a team on "every
vital issue," Wilson says

BY ERIC STERN
AND BILL BELL JR.
Of the Post-Dispatch

Jean Carnahan may have spent much of her public life in the background, but those who know her say she's every bit as tough and committed as her late husband, Gov. Mel Carnahan.

Roy Temple, executive director for the Missouri Democratic Party, praises her as the only person in Missouri who could "carry on the values and vision" that Mel Carnahan articulated in his political career.

"He was running for the United States Senate because he believed there was work left to be done," Temple said. "I don't think there's anybody in the state of Missouri who understands that and understands what he hoped to accomplish more than Mrs. Carnahan."

Gov. Roger Wilson, who has asked Jean Carnahan to fill her husband's shoes in the Senate if he wins Nov. 7, called her the late governor's partner who worked with him on "every vital issue" facing Missouri.

"They were a team," Wilson said.

That was always clear on the campaign trail, where Jean Carnahan often accompanied her husband. She also frequently filled in as a speaker on his behalf.

Her speech Sunday at the funeral for her husband's aide, Chris Sifford, electrified the crowd packing a gym in Puxico, Mo. All 1,000 people stood up in unison, and in silence, when Jean Carnahan stood up from her chair to walk to the podium.

The crowd stood up again when she ended her call to "don't let the fire go out," and remained standing until she sat down.

"This is one of the strongest people that I have ever met," Wilson said Tuesday. "I have seen her under fire in some of the most stressful situations that a person could be asked to handle, and she has never faltered."

She was born Jean Carpenter and grew up in the Anacostia neighborhood in Washington. She was the only daughter of a government worker and a beautician.

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When she was 15, she met Mel Carnahan, a boy from Missouri whose father, A.S.J. Carnahan, was serving in Congress. The boy had had a difficult time during his father's first term and had gone back to Missouri when his father lost his re-election bid. But now his father had recaptured his seat, and the boy was hoping that this stint would be better.

Jean and Mel met at a Baptist church youth group and often sat next to each other in their high school classes, where seating was organized alphabetically.

To hear friends talk, the two were made for each other. They both went to George Washington University, where Mel Carnahan graduated a year early to marry Jean in 1954. His parents had told him that he had to graduate before they could marry.

Jean Carnahan got a degree in business and public administration. After Mel Carnahan served two years in the Air Force, the couple returned to Missouri. Mel Carnahan went to law school at the University of Missouri at Columbia.

From there it was on to Rolla, the largest city in the elder Carnahan's congressional district and home to Mel's brother Bob.

One of Jean Carnahan's friends, Wilma Turner, said Jean was a homemaker and a volunteer of the highest order.

During the 1976 Bicentennial, Jean Carnahan energized a sleepy celebration, organizing a display of native crafts. She was the ramrod for the whole thing, Turner said.

She's just a genius at pulling things together. Carnahan also pushed for tax levies for the public library and the local school district and promoted a bond issue to build a public swimming pool.

While raising four children, Carnahan was a Cub Scout den mother, Girl Scout troop leader and a room mother. She did it all, Turner said.

As a politician's wife, Carnahan served as a perfect foil. Where Mel Carnahan could seem stiff or reserved, Jean Carnahan charmed mansion guests with her warmth.

She wrote two books to help raise money for the mansion's restoration. One focused on past governors and their families, the other on Christmas at the mansion.

Decorating the Governor's Mansion for Christmas takes a platoon of people working up to 18 hours a day. One of the organizers of the Christmas display remembers when Jean Carnahan came downstairs, picked up a broom and helped pick up pine needles.



ROBERT COHEN / POST-DISPATCH

Jean Carnahan prays Friday at a memorial service for her late husband, Gov. Mel Carnahan. Behind her are President Bill Clinton and Hillary Rodham Clinton.

"She is extremely talented, very sensitive and very down-to-earth," said Mary Pat Abele, executive director of Missouri Mansion Preservation Inc.

Abele said the Carnahans often opened the mansion for events involving children. Thousands of schoolchildren have come to the Victorian-style building for the annual Halloween celebration known as the Mansion SPOOKtacular. The event this year has been canceled, but Jean Carnahan has announced that she will hand out candy from 6 to 8 p.m. on the front steps.

The Carnahans also held Easter egg hunts for disabled children on the mansion's lawn. Jean Carnahan conceived of and helped raise money for the Missouri Children's Fountain.

"She's been a guiding light for us since she came as first lady," Abele said.

Jean Carnahan also has been recognized as a children's advo-

cate, earning awards from the Boys' and Girls' Town of Missouri and the March of Dimes. In 1998, she testified for a bill that earmarked riverboat gaming fees for early childhood education programs.

"If we were losing any other resource in this state the way we are losing potential brainpower, we would declare an emergency," she told a House committee during testimony on the bill.

Turner said she would rather not think about whether Jean Carnahan would be a good U.S. senator. Then, after some thought, Turner added, "She could do anything she set her mind to."

Jo Mannies of the Post-Dispatch contributed information for this story.

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Phone: 314-862-2186

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 10/25/2000

To: St. Louis

From: St. Louis

Evidence Response Team

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED] *L*

Case ID #: 149A-SL-186162 (Pending)

Title: CHANGED

Crash of Missouri Governor

Mel Carnahan's Aircraft; 1615-HQ-1087906

① Melvin E. Carnahan - Victim;

② Roger Andrew "Randy" Carnahan - Victim;

③ Christopher Dale Sifford - Victim;

10/16/00

Destruction of Aircraft

Synopsis: NTSB field notes.

Previous Title: Title marked "Changed" to reflect full names of the victims. Title previously carried as "Crash of Missouri Governor Mel Carnahan's Aircraft; Mel Carnahan - Victim; Randy Carnhan - Victim; Chris Sifford - Victim; 10/16/00; Destruction of Aircraft."

Details: [REDACTED] Senior Air Safety Investigator, National Transportation Safety Board, DuPage Airport, 31W775 North Avenue, West Chicago, Illinois, 60185, telephone number

[REDACTED] is the point of contact for captioned investigation. [REDACTED] provided the attached field notes from the following NTSB Group Chairmen:

Operations
Structures
Systems/Maintenance Records
Meterorological
Teledyne Continental Motors
Cessna

[REDACTED] stated that these are to be considered rough copies and the final versions will be disseminated at a later date.

SEARCHED TO INDEX
BY SL *12-5-00*

change title

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149A-SL-186162-59

b6
b7C

(Handwritten mark)

b6
b7C

To: St. Louis From: St. Louis
Re: 149A-SL-186162, 10/25/2000

[redacted] Supervisor/Criminal
Investigator, Missouri State Highway Patrol, Troop C
Headquarters, 599 South Mason Road, St. Louis, Missouri, 63141-
8550, telephone number [redacted] provided the following
information concerning the victims:

b6
b7C

Name	Melvin E. Carnahan
Race	White
Sex	Male
Date of Birth	February 11, 1934
Date of Death	October 16, 2000
Social Security Account Number	579-46-1264
Residence	13750 County Road 4030, Rolla, Missouri 65401

Name	Roger Andrew Carnahan
Nickname	Randy
Race	White
Sex	Male
Date of Birth	January 1, 1956
Date of Death	October 16, 2000
Social Security Account Number	490-64-8543
Residence	13750 County Road 4030, Rolla, Missouri 65401

Name	Christopher Dale Sifford
Race	White
Sex	Male
Date of Birth	August 6, 1963
Date of Death	October 16, 2000
Social Security Account Number	496-82-5806
Residence	725 Kathy Lane, Jefferson City, Missouri 65109

♦♦
299mlw50.ec

NATIONAL TRANSPORTATION SAFETY BOARD

**OPERATIONS GROUP CHAIRMAN'S
NOTES**

CHI01MA011

N8354N; CESSNA 335
HILLSBORO, MISSOURI
OCTOBER 16, 2000

A. ACCIDENT

Operator: Roger Andrew Carnahan
Location: Hillsboro, Missouri
Date: October 16, 2000
Time: 19:33 Central Daylight Time
Aircraft: Cessna 335; N8354N; Serial Number 3350063

B. OPERATIONS GROUP

[Redacted]

NTSB SCR
Arlington, TX 76011

[Redacted]

[Redacted]

FAA, AAI-100
800 Independence Ave., SW
Washington, DC 20591

[Redacted]

b6
b7c

C. SUMMARY

On Monday, October 16, 2000, at 1933 central daylight time, a Cessna 335 twin-engine airplane, N8354N, was destroyed when it impacted terrain while maneuvering near Hillsboro, Missouri. The airplane was registered to Carnahan, Carnahan, and Hickie, LLC, of Rolla, Missouri, and was operated by the pilot. The commercial pilot, an instrument rated private pilot passenger, and another passenger were fatally injured. Night instrument meteorological conditions (IMC) prevailed and an instrument flight rules (IFR) flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight originated from the Downtown Parks Airport, Cahokia, Illinois, approximately 1855, and was destined for New Madrid, Missouri.

D. DETAILS OF THE INVESTIGATION

The Operations Group was not formed until October 20, 2000, where upon that date, the group was appraised of the accident information. The pilot experience was obtained from telephone interviews of various pilots/flight instructors who had flown with the pilot.

1. HISTORY OF FLIGHT

The commercial pilot called the St. Louis Flight Service Station (FSS) at 2311:16 UTC, and informed the briefer that he had already received a "briefing for a flight from St. Louis Downtown (Downtown Parks CPS) to New Madrid (EIW) and over to Jefferson City (JEF)" and wanted an "update and get the flight plan on file." The pilot estimated that it would take 1 hour to fly that night (possibly considering the weather). The pilot estimated that he had 4.5 hours of fuel on board, and stated that there would be three people on board.

The weather briefer gave the pilot the weather conditions at CPS to be: Wind from 010 degrees at 9 knots; visibility 2 statute miles in rain and mist; ceilings 600 feet agl broken, 1,000 feet agl broken, 2,500 feet agl overcast; temperature 15 degrees; dew point 14 degrees. He then continued with Dyersburg (airport in the vicinity of New Madrid) weather, which were reporting 6,000 feet cloud bases and 10 miles visibility. The briefer continued to tell the pilot about a thunderstorm that was located 15 miles southeast of Cape Girardeau, and a line of thunderstorms which stretched from Cuba down to Flippin. He indicated that he thought the line was not important because the pilot was flying to EIW first. The pilot estimated that he would depart around 6:30 p.m. The briefer gave the route forecast, which reported the ceilings to be between 2,000 and 3,000 feet agl, and the visibilities to be between 3 and 5 miles in rain showers. The briefer then continued with a weather report for the leg from EIW to JEF.

The weather briefer asked if the wanted to file an altitude for the flight plane, to which the pilot answers 5,000 feet, but then changes it to 7,000 feet. The pilot then changes his departure time to 6:45 p.m. and indicates that he wants to fly direct. The pilot then files his 1-hour and 15-minute flight from EIW to JEF at 6,000 feet, direct, and files Columbia as an alternate.

The pilot received 26.9 gallons of 100LL fuel from Midcoast Aviation, which topped off the 50-gallon wing tip (main) tanks. (The pilot estimated that he had 4 hours and 30 minutes of fuel on board.)

According to one of the security personnel that escorted the pilot to the airport, the pilot called for a weather update while driving to the airport. The pilot then went into the fixed base operator to pay for the fuel and then check the "weather conditions on the computer. When asked if he would be able to fly to EIW, the pilot stated that it was a lot clearer there and that they shouldn't have any problems. He added, "I've seen better days, but I've seen a lot worse." The

security person stated that the pilot proceeded to his airplane and boarded. No comment to a preflight inspection was mentioned.

The security person added that the Governor and his assistant arrived and boarded the aircraft at 6:45 p.m., and that he couldn't tell where those two were sitting. He stated that the airplane proceeded to the runway at 6:55 p.m.

Discussions with ATC personnel at CPS indicated that the pilot was given the following clearance: "cleared to EIW as filed, climb and maintain 2,100, expect 7,000 10 minutes after departure, departing frequency 123.7, squawk 2561." The pilot then asked if he could depart from runway 12R, but was told that there were 3 airplanes that were inbound on the ILS approach, so the pilot accepted runway 30L as his takeoff runway. The pilot was asked if he was ready for takeoff and he stated that he needed a few more minutes. At 0015:20, the pilot stated that he was ready for takeoff. The pilot's takeoff clearance was a left turn to heading 200. The CPS controllers did not indicate that there was any problems with N8354N.

After takeoff, the pilot was then directed by Parks tower to contact St. Louis departure. The pilot flew for a period of time without radio contact. Radar data depicts the airplane between 800 feet and 1,600 feet in the period of time prior to contacting departure. Departure directs the pilot to "squawk ident and say altitude" at 0018:22. The pilot did not respond and 26 seconds elapsed before the controller indicated that he had "radar contact three miles southwest of the Spirit Airport (which is located 25 miles west of CPS), turn left heading 180, climb and maintain 2,600." The pilot read back the heading and altitude.

Thirteen seconds following the pilot's read-back (0019:10), the controller asked him what his on-course heading will be. The pilot acknowledged this question with a response "060, 067." Six seconds following the pilot's response (0019:19), the controller stated, "N8354N turn, uh that's all right, heading 180 is fine." Forty one seconds later (0020:00) the controller instructed the pilot to turn left heading 150, maintain 2,600." At this point on the radar data, the pilot was tracking toward the southwest and was indicating 3,200 feet. At 0020:07, the pilot stated that "we're having some problems with primary attitude indicator, we'd like little bit higher climb," which the controller acknowledged with a response.

At 0020:52, the controller requested the pilot to say altitude, to which the pilot responded 3,600 feet. The controller told the pilot that he was to maintain 2,600, but it was o.k. for him to climb to 4,000 feet. Six seconds later (0021:06), the pilot stated that "we got our hands full right now." The controller asked if the pilot had some sort of difficulty, to which the pilot responded, "we got a primary attitude indicator that's not reading properly. Having to try and fly off of copilot." At this point in the radar data, the pilot was tracking south southeast at 3,600 feet. The controller instructed the pilot to fly the airplane level at any heading he wished and that he would try to get him a higher altitude.

At 0021:35, the controller told the pilot to fly straight ahead from where he was and they would find VFR conditions for the pilot. After this transaction, the controller cleared him to 4,000 feet in an attempt to get the pilot above the clouds, but then shortly thereafter, the controller told the pilot that he didn't think he could get him on top of the clouds since they were reported to be 12,500 feet.

At 0022:50, the pilot requests to go toward JEF since he thought the whether was better there. The controller responded by asking the pilot what heading he was flying, and the pilot stated that his "compass was showing due south, 180." The controller stated that it appeared to be the same as what he was showing on his screen, and then directed the pilot to turn to 120 degrees, which the pilot acknowledged. The controller then instructed the pilot to climb to 7,000 feet, which he also acknowledged, and then asked if they could fly direct to JEF. At 0023:55, the controller gave the pilot a heading of 270.

At 0025:12, the controller told the pilot that it appeared that the airplane was heading northwest, but it would be a "good direction." Twenty four seconds later (0025:36), the pilot had not acknowledged, and the controller asked if he was still having attitude problems, which the pilot answered in the affirmative. At 0029:31, the pilot stated that he needed vectors to an area of VFR. The controller stated that he would check the area and instructed the pilot to fly straight ahead.

At 0030:18, the controller recommended Columbia, where the ceiling was reporting 7,000 feet, and the visibility was 7 miles. The pilot stated that would be fine. At 0030:37, the controller asked the pilot for a standard rate turn to the west, because at this time, the radar data was showing the airplane tracking south southeast. At 0031:22, the controller tells the pilot to stop the turn and just fly straight ahead, and told the pilot that he was doing fine. According to the radar data at this time the aircraft had descended from 7,000 feet to 6,500 feet. The pilot never responded to the last ATC comment and the radar data depicted the airplane tracking sporadically and climbing up to 7,700 feet, then descending rapidly to 3,900 feet, which was the last radar return.

2. ATC INFORMATION

The departure controller holds an airline transport pilot certificate, and has accumulated approximately 6,800 hours of flight time.

The controller stated that the accident aircraft was radar contact 3 miles southwest of the Spirit Airport, when in fact the aircraft was 3 miles southwest of CPS according to the radar data.

3. PILOT INFORMATION

The pilot received his commercial multi-engine rating on June 22, 1999. At that time, according to his Airman Certificate and/or Rating Application (FAA Form 8710-1), he accumulated a total flight time of 1,500 flight hours. He had listed 145 hours to be instrument time. The pilot listed 358 hours of night flight time. The pilot was issued a second class medical certificate on January 22, 2000. On that medical application, the pilot listed 1,500 total flight hours. On an insurance application dated May 4, 2000, the pilot listed 1,700 total flight hours, of which 400 hours were in the same make and model as the accident airplane, and 600 hours were in multi-engine airplanes. The pilot received his instrument airplane rating on January 26, 1992.

Pilot: Roger Andrew Carnahan
 DOB: 01/26/56
 DOMedical: 01/22/00
 Class: Second
 Flight Time: 1,500
 Last 6 Months: 50
 Limitations: Must wear corrective lenses
 Height: 72"
 Weight: 165#
 Certificates and Ratings: Commercial AMEL, IA,
 Private ASEL, ASES
 Date of Issuance: 06/22/99

Time listed on 8710-1 dated 06/21/99:

Total	Instr.	PIC	XCIR	XCS	XCPI	Isnt.	NIR	NTL	NPIC	NTLPIC
1500	180	1320	98	1260	1260	145	38	350	320	280

Received Private ASEL, AMEL, ASES, IA: 09/18/94
 Received Private ASEL, AMEL, IA: 01/16/93
 Total instrument time on 01/16/93: 67
 Received Private AMEL: 01/14/93
 Received Private ASEL, IA: 01/26/92
 Received Private ASEL: 07/31/88

Times listed on insurance form dated 05/04/2000 for 1980 Cessna 335, N8354N:

Total	Make&Model	Retract	Multi	90-days
1700	400	650	600	60

At this time, the pilot's logbooks have not been received.

72-HOUR history of the pilot is being compiled by security and highway patrol personnel.

Partial panel experience has not yet been determined.

4. AERONAUTICAL CHARTS

Out of all of the approach charts and low altitude enroute charts located at the accident site, none were current having expired on October 5, 2000. The Kansas City and St. Louis sectionals that were located were also expired. None of the three charts that pertained to the pilot's route of flight were opened at the time of the accident.

5. AIRCRAFT INFORMATION

The twin-engine airplane was manufactured by Cessna Aircraft in 1980. The airplane was purchased by the pilot on XXXX

System operation: Autopilot, Horizontal Situational Indicator, Attitude Indicator, Co-pilot's HI and AI, panel mounted GPS.

The total fuel capacity was 183 gallons consisting of two 50-gallon wing tip (main) tanks, two 31.5 auxiliary tanks, and one left side 20-gallon wing locker tank.

Service Bulletin ME99-19 (vacuum system check) was complied with by installing a vacuum pump check supplement in the POH.

According to the accident airplane's maintenance facility, Service Bulletin MEB00-5 (vacuum system manifold) had not been received by the service facility, and the airplane had not complied with the SB at the time of the accident. It is unknown at this time if the pilot/owner had received the SB.

6. AIRCRAFT MAINTENANCE

According to the maintenance records, the most significant maintenance log entries were as follows:

09/28/00 Removed co-pilot attitude indicator, overhauled, re-installed. Removed pitch trim servo, placarded instrument panel inoperative. Removed and replaced left engine vacuum pump. Installed new vacuum filter

08/21/00 Annual inspection

7. INTERVIEWS

Summaries are attached.

8. METEOROLOGICAL INFORMATION

According to weather data obtained from NWS, the airports closest to the accident site were reporting IMC, with ceilings ranging from 600-1000 feet, and visibility between 2 and 4 miles in rain and mist. The weather at JEF, at the time of the accident was reporting VMC (7,000-foot ceilings, 7 miles visibility).

According to the National Lightning Detection Network (NLDN), there was no cloud-to-ground lightning strikes over the route of flight or in the immediate vicinity of the accident site. Colored weather radar data displayed areas of 35-45 DBZ in the area of the accident airplane's flight path. This level of precipitation displayed near N8354N's route of flight was consistent with moderate to strong precipitation levels. Wind profiles indicated a near 90 degree wind shift between 7,000 and 8,000 feet. The wind shifted 180 degrees between 7,000 and 14,000 feet. At 7,000 feet, the wind was from the east at approximately 20 knots at the time of the accident.

According to the U.S. Naval Observatory, the end of civil twilight occurred at 6:48 p.m. CDT. Dark night instrument meteorological conditions prevailed at the time of the accident.

The accident airplane's radar track will be overlaid on weather radar data on a later date.

Summary of Interview with [REDACTED]
10/20/00
[REDACTED]

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[REDACTED] of Aeroflight, was interviewed by myself and [REDACTED] of FAA AAI-100, via the telephone. [REDACTED] stated that Mr. Roger Andrew Carnahan (also known as Randy) had a commercial multi-engine land and instrument rating. He indicated that Mr. Carnahan had flown a Seneca prior to the Cessna 335, and that the bulk of his multi-engine flying was done in the Seneca.

In May or June of 1998, [REDACTED] reviewed the maintenance records of N8354N, and helped fly the aircraft back to Mr. Carnahan's hangar in Rolla National. [REDACTED] instructed Mr. Carnahan in N8354N for the insurance requirement. He estimated that he flew between 10-15 hours with Mr. Carnahan and had him demonstrate emergency procedures, which included landing gear extensions and single-engine operations. He stated that they practiced instrument approaches, but could not remember doing partial panel operations. He stated that he flew with Mr. Carnahan in instrument meteorological conditions and was confident with Mr. Carnahan's flying skills and his instrument flying. He added that he felt Mr. Carnahan was comfortable with instrument flying and was not intimidated with instrument conditions.

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[REDACTED] estimated that Mr. Carnahan had accumulated 1700 flight hours total, and 400-500 hours in the Cessna 335 since purchasing it. He estimated that he flew the airplane 200-250 hours a year. The majority of Mr. Carnahan's flying in N8354N was for the purpose of flying the Governor around to political functions. He added that Mr. Carnahan would fly the airplane on occasion for his business; however, the majority of the time was spent flying Governor Carnahan to various locations.

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Approximately 1 year after owning the airplane, Mr. Carnahan attended a twin-Cessna flying course, which included flight training and systems training on his specific airplane, and lasted approximately 4-7 days (interview with company providing training - TAS Aviation - indicated that training was limited to systems only). At this time, the same facility performed an annual inspection on the airplane. (TAS Aviation of Defiance, OH)

The only people that flew the airplane was Mr. Carnahan, [REDACTED] [REDACTED] Mr. Carnahan; however, [REDACTED] flew the majority of the flight hours on the airplane, and that [REDACTED] and his partner only flew 40-50 hours on combined. [REDACTED] stated that Mr. Carnahan would not "push the weather," and if he was not comfortable with the weather conditions, he would simply cancel. He would not let the pressure of flying his father (the Governor) influence his decision to make the flight. [REDACTED] indicated that Mr. Carnahan would always thoroughly preflight the airplane ("almost in-depth as an annual."). He added that Mr. Carnahan would perform a vacuum check each time the engine was started by starting the engine and checking each vacuum system before starting the other, and would shut down the opposite engine that was started to check its vacuum pump.

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When asked about instrument flight time, [] could not estimate how much flight time Mr. Carnahan accumulated, and could not comment on partial panel experience. He indicated that Governor Carnahan had obtained his instrument rating last year, but would rarely fly up front in the airplane. [] stated that every time the Governor flew with him, he would sit in the back. He would be busy reading or concentrating on other things and would not sit up front, especially if he was busy with work. He doubted seriously that the Governor would have been up front with Mr. Carnahan and would not have been able to assist his son in any manner.

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[] stated that the pitch trim servo had been removed for maintenance and that the autopilot was placarded inoperative. The autopilot was not disabled; however, and it was usable to the pilot according to the autopilot repair station, even with the pitch servo removed. Mr. Carnahan was informed of this. The autopilot was a cross-hair director which overlaid the attitude indicator. He was uncertain whether or not the autopilot received its information off of the attitude indicator. He stated that the pilot's side panel had a Horizontal Situational Indicator installed and thought that it was electric driven. The autopilot had VOR/GPS coupling ability, and was a full three-axis autopilot. He added that the instruments had been labeled by the pilot as to how it was driven (electric, vacuum, etc.).

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When asked about parallax errors from the pilot's seat, [] estimated that the pilot was 5'10" and would have had some difficulty reading the co-pilot's instruments. The co-pilot attitude indicator was not centered, instead it was offset to the right side of the right panel.

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He stated that Mr. Carnahan used NOS charts, but didn't know if he had a subscription.

INTERVIEW SUMMARY

With [redacted]

10/21/00

by [redacted]

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He had been instructing the Governor for his private and instrument courses. He used to flight instruct at Flight Safety in twin-Cessna airplanes, including the Cessna 335. Once Mr. Carnahan purchased N8354N and after [redacted] checked him out in the 335, [redacted] flew with Mr. Roger Carnahan on occasions when the weather was marginal so that Mr. Carnahan could build up his confidence in the airplane. [redacted] stated that Mr. Carnahan did all of the flying, and needed little to no instruction or prompting with procedures, he was there more as an observer or safety pilot.

[redacted] flew with Mr. Carnahan on December 31, 1997, for 3.7 hours of instrument flying. This was shortly after he bought the aircraft. [redacted] briefed him on the airplane's systems and procedures, but Mr. Carnahan did all of the flying.

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[redacted] stated that Mr. Carnahan approached him in May of '99 and told him that he was interested in receiving his commercial multi-engine. [redacted] instructed him in the Cessna 335 for 5 hours of "intense commercial training." However, after learning that there was no one in the area that would be able to accomplish the check ride in the 335, they started flying the Seneca, which Mr. Carnahan already flew for 200-250 hours. [redacted] continued the flight training in the Seneca, and on June 21, 1999, Mr. Carnahan received his commercial multi-engine certificate. During this training period [redacted] instructed Mr. Carnahan in multi-engine procedures, single engine operations, other emergencies, and instrument approaches. [redacted] could not remember whether they worked on partial panel operations, but thought that he might have since that was the routine at Flight Safety, and he used their same outline for instruction.

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[redacted] commented that Mr. Carnahan's flying ability and aircraft knowledge were above average. He felt confident in Mr. Carnahan's instrument knowledge and skills and felt that Mr. Carnahan was comfortable in his own abilities to fly IFR. He added that Mr. Carnahan did not need any prompting and instructing with his instrument procedures. [redacted] flew his last trip with Mr. Carnahan in May of '99, where Mr. Carnahan flew in rainy, foggy, and dark night conditions, and performed an NDB approach at their destination with no problems. All in all [redacted] flew 18 hours with Mr. Carnahan, of which approximately half of those hours were instruction for his commercial multi-engine.

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[redacted] stated that he instructed Mr. Carnahan to check the vacuum system after starting each engine and shutting down each engine. He witnessed Mr. Carnahan do this procedure and felt that he would have done it each time he flew since that is what he was taught. [redacted] added that he taught this method of checking the vacuum section for many years on all twin-engine airplanes. [redacted] described Mr.

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Carnahan as deliberate, focused, and careful, and thought that he would do whatever was needed in the interest of safety.

[REDACTED] stated that Governor Carnahan usually sat in the back when he was getting ready for a presentation. He added that the Governor usually sat in the back when he was with and aide.

[REDACTED] could not recall the layout of the cockpit nor could he recall the system operations.

[REDACTED] stated that on the night of October 16, 2000, he was flying back to Jefferson City, Missouri, from Fort Worth, Texas, around 4:45 p.m. (approximately 1.5-2.0 hours prior to the accident flight's departure). He stated that when he started to descend through 11,000 feet, it became surprisingly rough and turbulent. He said that he had flown 14,000 hours and would have classified the turbulence to be no less than moderate. With his seatbelt fastened, their heads were still hitting the top of the cabin and cockpit.

DATE: October 17, 2000

TO: [redacted]
Senior Air Safety Investigator/N.T.S.B.

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FROM: Police Officer [redacted]
St. Louis Police Department
Governor's Protection Detail

Relative to the plane accident involving Governor Mel Carnahan on Monday October 16, 2000, I wish to make the following statement concerning the events of that day prior to the accident.

At 11:40 a.m., Governor Mel Carnahan arrived at the Mid-coast Aviation/Bi-state Airport located in Cahokia, IL., along with his son, Randy Carnahan and staff member Chris Sifford. Randy Carnahan was piloting his plane, described as a twin engine Cessna Tail #8354N, white with green and red striping.

As the Governor's schedule indicated, he along with his son Randy and Sifford attended 4 events throughout the day starting at about 12:00 noon and ending at about 6:30 p.m.

At about 6:15 p.m., Randy Carnahan approached me while we were at the last scheduled event and asked that I drive him back to the airport so that he could make his flight preparations for the trip to New Madrid. While en-route to the airport, Randy Carnahan used my car phone to contact, who I believed to be, Flight Operations, to obtain a weather update and to record his flight plan. He then contacted the airport (618-337-2100) and requested that his plane be fueled stating, "Just top off the wing tip tanks."

Upon arriving at the airport at about 6:35 p.m., he proceeded to the pilot's lounge where there is a pilot's weather computer. Randy checked the weather conditions on the computer and went to the Operations desk to pay for his fuel. At this time, I asked Randy if he would be able to fly to New Madrid due to the weather conditions. Randy replied, "It's a lot clearer there than here, we shouldn't have any problems. I've seen better days, but I've seen a lot worse." He then proceeded to his plane and boarded.

At about 6:45 p.m., Governor Carnahan and Chris Sifford arrived at the airport and were escorted to the plane. Randy Carnahan was seated in the left front pilot's seat as Governor Carnahan and Chris Sifford boarded the plane. After closing the door, it was unclear as to where the Governor and Chris Sifford were seated. The plane proceeded to the runway at about 6:55 p.m.

Respectfully submitted,

[redacted]
Officer [redacted]
St. Louis Police Department

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DATE: October 17, 2000

TO: [REDACTED]
Senior Air Safety Investigator
N.T.S.B.

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FROM: Police Officer [REDACTED]
St. Louis Police Department
Governor's Protection Detail

Relative to the plane accident involving Governor Mel Carnahan on Monday, October 16, 2000, this officer wishes to make the following statement:

On October 16, 2000 at approximately 11:40 a.m., Governor Carnahan, along with his son Randy Carnahan and staff member Chris Sifford, arrived at Mid-coast Aviation, Bi-State Airport located in Cahokia, IL. Governor Carnahan and Chris Sifford were passengers in Randy Carnahan's twin engine Cessna tail #8354N described as a white plane with green and red striping.

As scheduled, Governor Carnahan, Randy Carnahan and Chris Sifford attended four (4) events in the St. Louis area beginning at 12:00 noon and ending at 6:30 p.m. It should be noted that Governor Carnahan was on schedule most of the day.

At approximately 6:30 p.m., Governor Carnahan and Chris Sifford departed the last scheduled event en-route to Bi-State Airport. It should be noted that Randy Carnahan departed the last event at approximately 6:15 p.m. in order to record a flight plan and obtain an updated weather report. [REDACTED] was transporting Randy Carnahan, while Governor Carnahan and Chris Sifford were being transported by [REDACTED]
[REDACTED]

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During conversation while en-route to Bi-State Airport, the question was asked if it was safe to fly? Governor Carnahan, while looking out the window, stated that he was not sure, he'll have to wait and see once we arrive at the airport. Governor Carnahan and Chris Sifford arrived at Bi-State Airport at approximately 6:45 p.m.

Upon arrival at Bi-State Airport, Governor Carnahan and Chris Sifford proceeded to Randy Carnahan's aircraft which Randy Carnahan was already on board seated in the front left pilot's seat.

At approximately 6:55 p.m., Governor Carnahan, Randy Carnahan and Chris Sifford were all on board when Randy Carnahan's aircraft began to taxi onto the runway. At this time, [REDACTED] called the Governor's mansion to advise that Governor Carnahan was en-route to the New Madrid County Memorial Airport.

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[redacted] that the Governor departed St. Louis at approximately 6:55 en-route to her location. It was later learned that Randy Carnahan's aircraft had gone down in the Jefferson County Missouri area.

Any further information regarding this incident will be forwarded in a separate memorandum.

Respectfully,

P.O.

[redacted]

P.O. [redacted]
St. Louis Police Department
Governor's Protection Detail

STATEMENT OF INSPECTOR [REDACTED]
RE: N8354N

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On October 18, 2000, I met with Ramp Services personnel from Midcoast Aviation at St. Louis Downtown Parks Airport. The topic of discussion was the fueling of N8354N.

The following personnel were in attendance—

[REDACTED] Ramp Services Parks

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[REDACTED] had fueled N8354N on the evening of October 16, 2000 at approximately 6:50 p.m. He reported that there was light misty rain at that time and that it was dark. Those conditions were verified by

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[REDACTED] The aircraft was fueled with 26.9 gallons of 100LL.

I asked all three line personnel if any of them had seen the pilot check the aircraft sumps. No one had observed that. I asked if any of them had noticed anything unusual about the aircraft, any leaks, anything that may have attracted their attention. No one had noticed any such conditions.

[REDACTED] said that as soon as the crash of the aircraft was reported, Midcoast took the fuel truck that had been used out of service and pulled fuel samples for testing. (A copy of test results from that sample is attached.) He said the fuel vendor also came and took a fuel sample. I requested that they contact the vendor to provide results of that sample to the NTSB through the STL FSDO.

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[REDACTED] also provide the following:

Fueling Vehicle Check Sheet—showing the daily checks performed on each fueling vehicle
Certificate of Analysis Sweeny Petrochemical Complex—batch test results for that batch of fuel
24 Hour Truck Sheet—fueling log
Copy of Service Invoice and Receipt for that fuel purchase

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For further information, these people may be contacted at Midcoast Aviation, Cahokia, IL, (618)337-2100, ext. 6281.

[REDACTED]
Aviation Safety Inspector
St. Louis FSDO

10/18/00
Date

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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON DC

Structures group field notes

CHI01MA011, October 16,2000; Hillboro, Missouri @ 1933 Central Daylight;
Ceessna 335, N8354N

Group Chairman

[redacted]
NTSB
490 L'Enfant Plaza
Washington DC

10/22/00

Member

[redacted]
NTSB
490 L'enfant Plaza
Washington DC

[redacted]

10-22-00

Member

[redacted]
NTSB
Chicago Field Office
Chicago-30303

Member

[redacted]
FAA-STL-FSDO/CEO3
10801 Pear Tree Lane
Suit 200
St. Ann Mo. 63074

[redacted]

[redacted]

10/22/2000

Member

[redacted]
FAA-STL-FSDO/CEO3
10801 Pear Tree Lane
Suit 200
St. Ann Mo. 63074

[redacted]

10-22-00

Member

[redacted]
Cessna Aircraft Company
PO Box 7704
Wichita, KS 67277-7704

[redacted]

[redacted]

10/22/00

Member

[redacted]
Cessna Aircraft Co
PO Box 7704
Wichita, KS 67277-7704

[redacted]

[redacted]

10/22/00

Wreckage Distribution

The airplane broke into numerous small pieces, and the wreckage was scattered on a thickly wooded hill side that was inclined approximately 45 degrees, and was spread for approximately 900 feet in the direction of flight. The elevation of the impact site is 826 feet. The first impact mark from the airplane was on a tree "1" that was at about 879.5 elevation. The airplane impacted the ground and made a 10 feet by 5 feet and 40 inch deep crater at approximately 144 feet from the tree "1". The elevation of the crater is 826 which comprised of shattered rock of about 6 inch thick. There were about 16 tree between tree "1" and the crater that had broken branches and trunk from the airplane impact. The broken trunk of the trees were at an incline of approximately 45 degrees. The right hand nacelle was the first significant piece of the debris near the crater with the left nose baggage door in the crater.

The wreckage path was divided into zones of various size depending upon the density of wreckage pieces in an area. Significant larger pieces were surveyed with lat/long position.

The first significant piece of the airplane on the wreckage path was a section of the right wing tip tank with landing light (1025). This were found in zone B about 120 feet from the crater. Majority of the right tip tank structure was found in zone B. The left tip tank aft structure was found in zone J. A large section of the left tip tank was found in zone C. The right engine nacelle was found approximately 10 feet near (before) the crater in zone F. Nose baggage door, some nose landing gear pieces, and pieces of the engine casting were found in the crater. The nose landing gear fork, and bottom wind shield frame was found just beyond of the crater. The nose landing gear strut was found to the left of the crater in zone F. Approximately 7 foot section of the left wing rear spar with flap was found in zone H which was about 60 feet in beyond of the crater and 30 feet to the left. A large section of the right wing with rear spar and flap was found in Zone L which was about 180 feet in front and 100 feet to the left of the crater. The vertical fin support structure was found approximately 180 feet from the crater in zone L. This was the first significant piece of the empennage structure found in the wreckage path along the direction of flight. The remaining empennage structure pieces (vertical, horizontal) was found farther away in the direction of flight. A large section of the left engine was found suspended on a large tree in zone T approximately 300 feet from the crater. The right engine crankshaft was found approximately 900 feet from the crater in zone CC.

Structure

The airplane impacted with trees and the ground and shattered in small pieces. The impact formed a 10 feet long, by 5 feet wide and 3.5 foot deep crater that crushed the

rocks. The entire nose section of the airplane including the cockpit was shattered into small pieces. The fuselage was destroyed and the airplane suffered no fire damage except for isolated small fire on the wreckage path. The wing and the empennage broke in small pieces. There was no evidence of any in-flight fire. All the fracture surfaces that were examined exhibited evidence of overload failure. There was no evidence of any corrosion.

Fuselage

The fuselage section from the nose to the wing rear spar was completely destroyed by impact. The cockpit and cockpit instruments were shattered into small pieces. These pieces were found beyond the crater and was scattered on the wreckage path in various zones.

About 10 foot section of the left fuselage from the left wing rear spar aft, that contained the entry door was found in zone O(1215). This section of the fuselage was crushed in various direction. Portions of the frame that is attached to the skin exhibit bending in aft direction. Some of the frames were fractured and bent aft. All the passenger window glass was shattered. The fuselage crown and belly skin forward of the main cabin door was largely unidentifiable.

The fuselage section aft of the aft-most window to the tail broke in four large sections. These sections exhibit bending, and tearing of fuselage skin in various direction. One section exhibited accordion folding of the skin (approximately 6 folds in 2-inch length). The aft section of the fuselage (with two frames and aft most bulkhead) that attaches to the vertical stabilizer was about 2 feet long. The right side forward end of this section suffered impact damage and was crushed aft. About 12 inch portion of the rear spar of the vertical still remained attached to this structure. The spar was twisted in a clock-wise direction. The aft crown skin aft of the aft window to the tail was in one large piece. This was found in zone O. The skin was bowed upwards on the ends and exhibited tear.

Wing

Both the left and right wing fractured in numerous pieces. Most of the upper and lower skin was crushed and separated in small pieces. There was no evidence of any fire damage on the wing structure except for isolated pieces which exhibited evidence of post-crash fire.

The right wing tip tank separated in 3 large and multiple small pieces. Aft section of the wing tip tank was one of the pieces found earlier in the wreckage path. Most of these pieces were crushed. The wing tip tank with the landing light exhibited a "U" shaped impact damage consistent with tree strike. The wing structure from the tip tank to the right nacelle separated in many small pieces which could not be identified. The entire front spar fractured in many small pieces and could not be re-constructed. Portion of the leading edge with boot was recovered and exhibited bending and crushing in aft direction. Some of the crushing were "U" shaped. The wing skin along with the front spar from the

nacelle to the root could not be identified. A large portion of the rear spar from the root to 4 foot outboard of the nacelle was recovered from zone "L". The rear spar remained attached to the carry-through spar with the fasteners. The carry-through spar fractured about 11 inches from the attachment point. The fasteners exhibited no bending at this location. The fracture surfaces at the carrythrough spar exhibited evidence of overload failures. The rear spar at the nacelle area exhibited bending in aft direction. The outboard end of this rear spar section exhibited bending in aft direction. A large section of the flap remained attached to the rear spar with the second (counting from the root) hinge and push-pull rod. The inboard hinge (#1) remained attached to the rear spar along with the push pull rod. The hinge was bent in outboard direction. The (#2) hinge fractured from the rear spar but remained attached to a portion of flap with the push pull rod. The (#3) hinge and the push pull rod separated from the rear spar and remained attached to a 2 feet by 1 feet section of the flap. The push pull rod was bent outboard. The (#4) hinge fractured from the rear spar and remained attached to a portion of the flap which was found in zone L. The rear spar outboard of the nacelle fractured in two section (E1079).

The aileron fractured in three major sections. The outboard section was found on zone L with leading edge crushed aft. The mid section was crushed and exhibited accordion folding of the skin. A small inboard section was missing.

The left wing tip tank broke in 3 large numerous small pieces. Aft section of the wing tip tank was one of the pieces found before the crater in zone J. A large portion of the tip tank skin opened up from inside-out. Most of the pieces was crushed. The wing structure from the tip tank to the right nacelle broke in several pieces which could not be identified. The entire front spar was fractured and crushed. Portion of the leading edge with boot was recovered and exhibited bending and crushing in aft direction. Some of the crushing were "U" shaped. The wing skin along with the front spar from the nacelle to the root could not be identified. A large portion of the rear spar from the root to the nacelle was recovered from zone "H". The rear spar remained attached to the carry-through spar with the fasteners. The carry-through spar fractured about 12 inches inboard from the attachment point. The fasteners exhibited no bending at this location. The fracture surfaces at the carrythrough spar exhibited evidence of overload failures. Slight bending to the aft was observed at the fracture location. The rear spar at the nacelle area exhibited bending in aft direction and was bent slightly in "S" shape. The outboard end of this rear spar section exhibited bending in aft direction. A large section of the flap remained attached to the rear spar with the #1 and #2 hinge and push-pull rod. Both the hinges remained attached to the rear spar along with the push pull rod and were bent in outboard direction. The aileron fractured in three pieces. The outboard section was found in zone R and was bent upwards at its inboard end. The mid section was crushed severely and was bent upwards at its outboard end forming a compression damage at the fracture. The inboard section with the complete trim tab was bent and crushed at various location.

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Empennage

The right horizontal stabilizer fractured in one large inboard section from the root till 12" from the tip. The outboard section is about 12" long comprising of the leading edge and boot. The large inboard section separated at the root with sever impact damage on the lower skin at the root area. The lower skin at the root is crushed upwards. The leading edge with boot was crushed aft in a "U" shape at various locations consistent with tree impact. The outboard 12" section was crushed severely and exhibited accordianed crushing in a "U" shape. The right elevator broke into 3 sections. The inboard section was the largest and comprised of the elevator trim tab. The mid and outboard section was bent upwards at the fracture location and exhibited aft crushing in a "U" shape consistent with tree impact. The leading edge of the outboard section was crushed aft. The balance weight of the elevator had separated and was found in zone H (1111).

The left horizontal stabilizer fractured in 3 sections. The outboard section was bent up at the middle and exhibit minimal damage to the leading edge. The mid and inboard section were severely crushed and the leading edge exhibited aft crushing in "U" shape consistent with tree impact damage. The aft spar of the mid section was pushed forward and the front spar exhibited "U" shape impact damage. The elevator fractured in 4 sections. The outboard section was the largest and suffered some leading edge damage. The two mid sections were severely crushed aft exhibiting tree impact damage. The inboard section exhibited sever crush damage at the fracture location. This section had a large portion of the elevator torque tube attached.

The lower portion of the vertical stabilizer is about 4 feet long and was found in zone O (1214). This section separated at the root of front and rear spar. The front spar at the root eas bent aft about 90 degrees. The front spar is about 4 feet long with slightly bent aft. The rear is about 3 feet long and exhibited bending in forward direction at the top. A large portion of the upper vertical stabilizer could not be identified except for a small portion on the top which was found in zone K. The rudder fractured in numerous pieces. The lower section with the torque tube suffered sever impact damage and was found in zone L. The lower portion of this section suffered crushing damage in aft direction which was in "U" shape. The rudder trim tab and the upper section of the rudder were in small section and suffered impact damage. A 20 inch long portion of the rudder front spar and leading edge was found in zone O.

Landing Gear

The right main landing gear and the nose landing gear exhibited the most severe damage. The nose gear wheel was shattered and the axle and wheel bearings remained. The nose strut and fork was in multiple pieces. The right main gear wheel was separated into two halves. The half with the brake assembly remained attached to the strut and sections of

the retract mechanism. The left main gear was separated at the trunnion and the wheel and brake assembly remained attached.

Flight Control Continuity

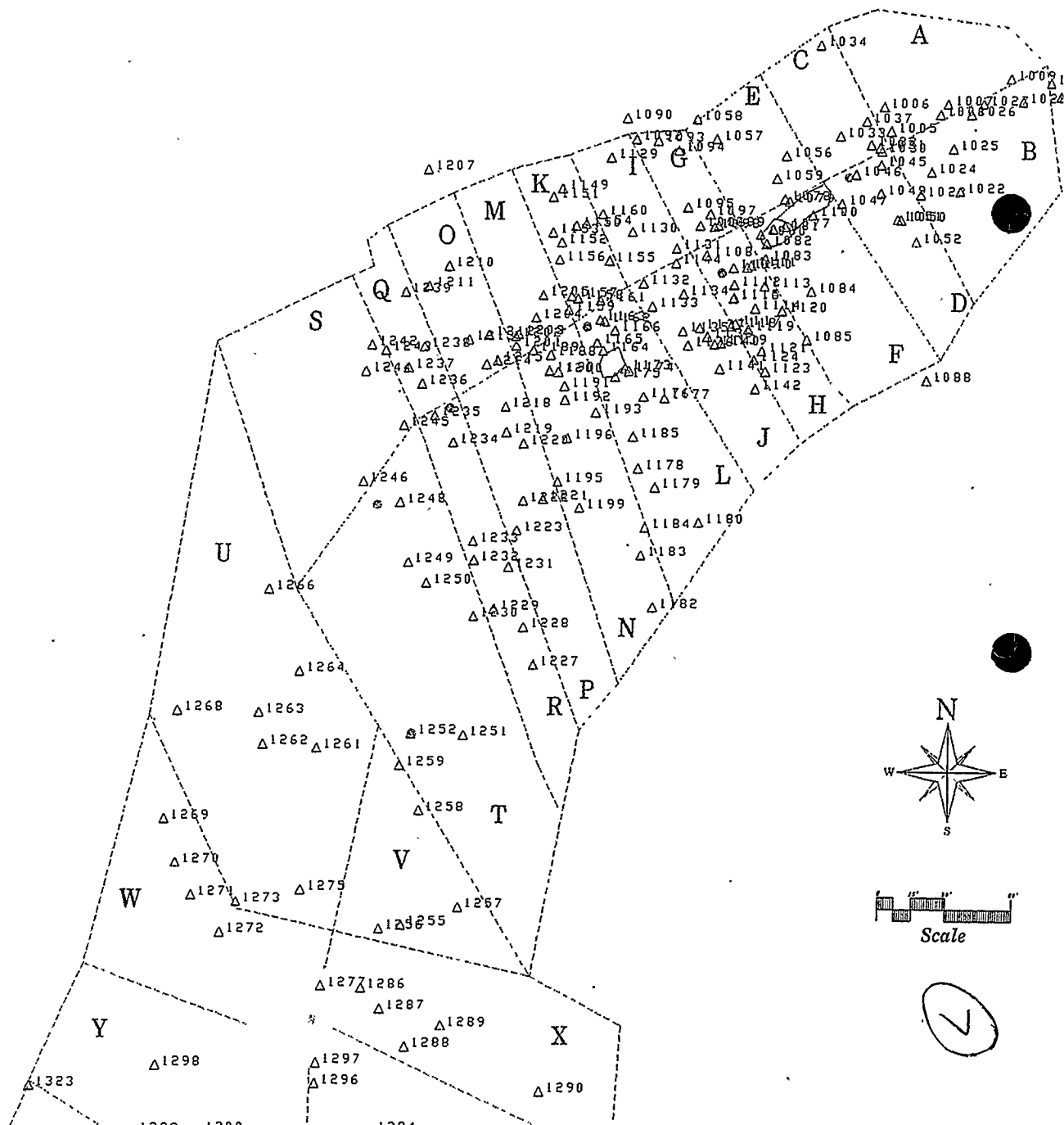
Flight control cable continuity could not be confirmed. Many sections of cable were observed with broomstrawed ends. Both control columns were identified on site and the yokes were not attached. Sections of the rudder pedal tubes and pedals were also identified.

The rudder torque tube was attached to the rudder. Control cables and a lower section of the rudder were found in a tree located beyond the impact crater. It was necessary to cut the remaining cables to remove the structure from the tree.

Both elevator torque tubes failed at the elevator closure ribs. The torque tubes remain in the elevator halves and are mechanically fastened to the elevators. The center section of the torque tube is attached to the push/pull tube which is attached to the aft elevator bellcrank. Sections of the control cable are attached to the aft bellcrank. The elevator trim tab actuating rod is severed and a portion remains attached to the elevator.

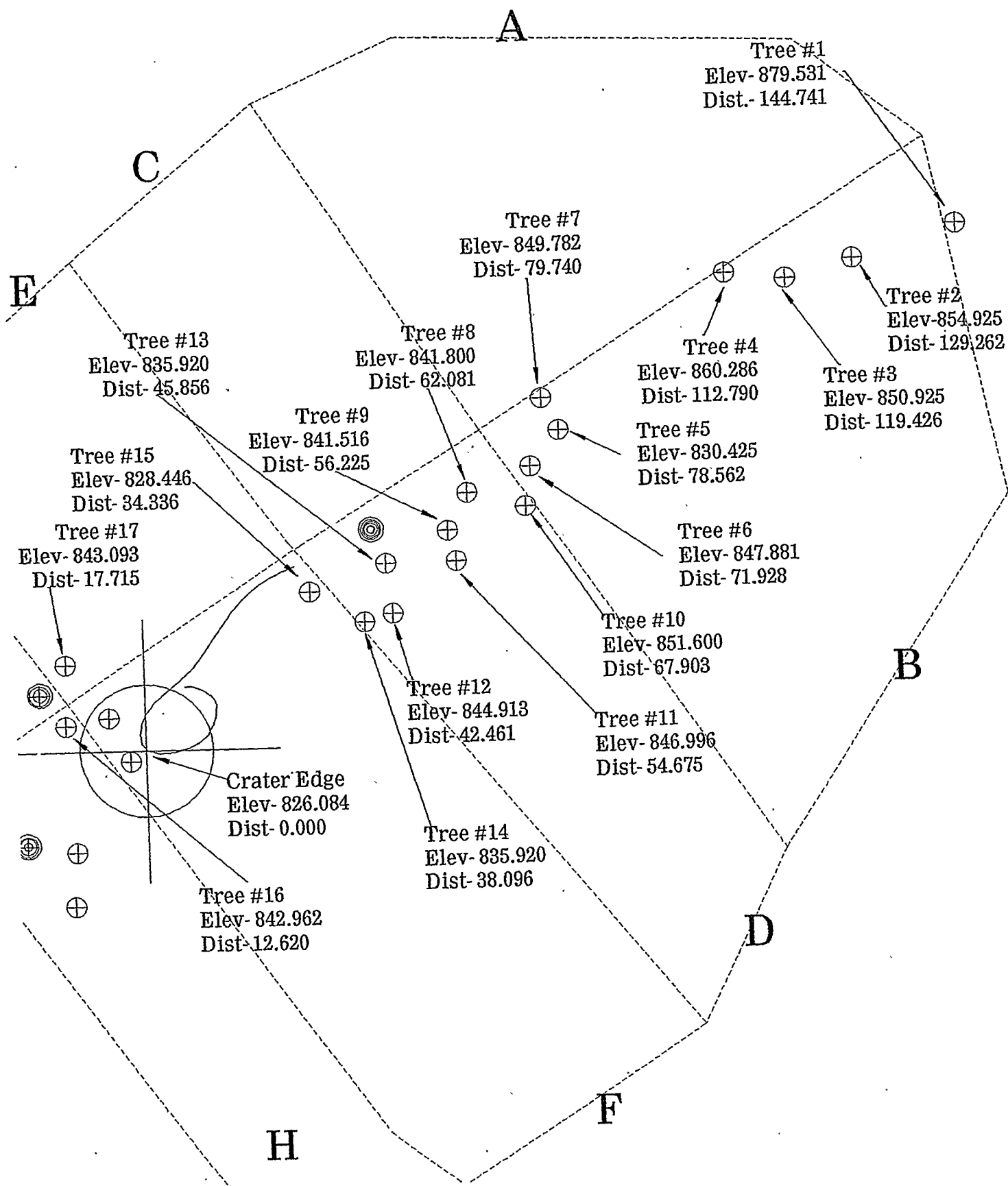
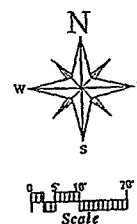
Miscellaneous pieces of the aileron bellcranks were found beyond the impact crater. Multiple sections of control cables were found in fuselage structure suspended in a tree. Three gold boxes containing autopilot servos were observed. The flap drive motor was also found with its two sprockets attached, but separated from any structure and the drive chains.

Friday, October 20, 2000
Map of Significant Debris



Map of Tree Strikes

9



1. NORMAL PROPELLER TIP TO GROUND CLEARANCE IS .66'
2. TOTAL WING AREA, INCLUDING NACELLES AND FUSELAGE WITHIN THE WING PLANFORM, IS 184.0 SQUARE FEET.
3. MINIMUM TURNING RADIUS IS 51.00'. SEE FIGURE 7-11 FOR ADDITIONAL INFORMATION.

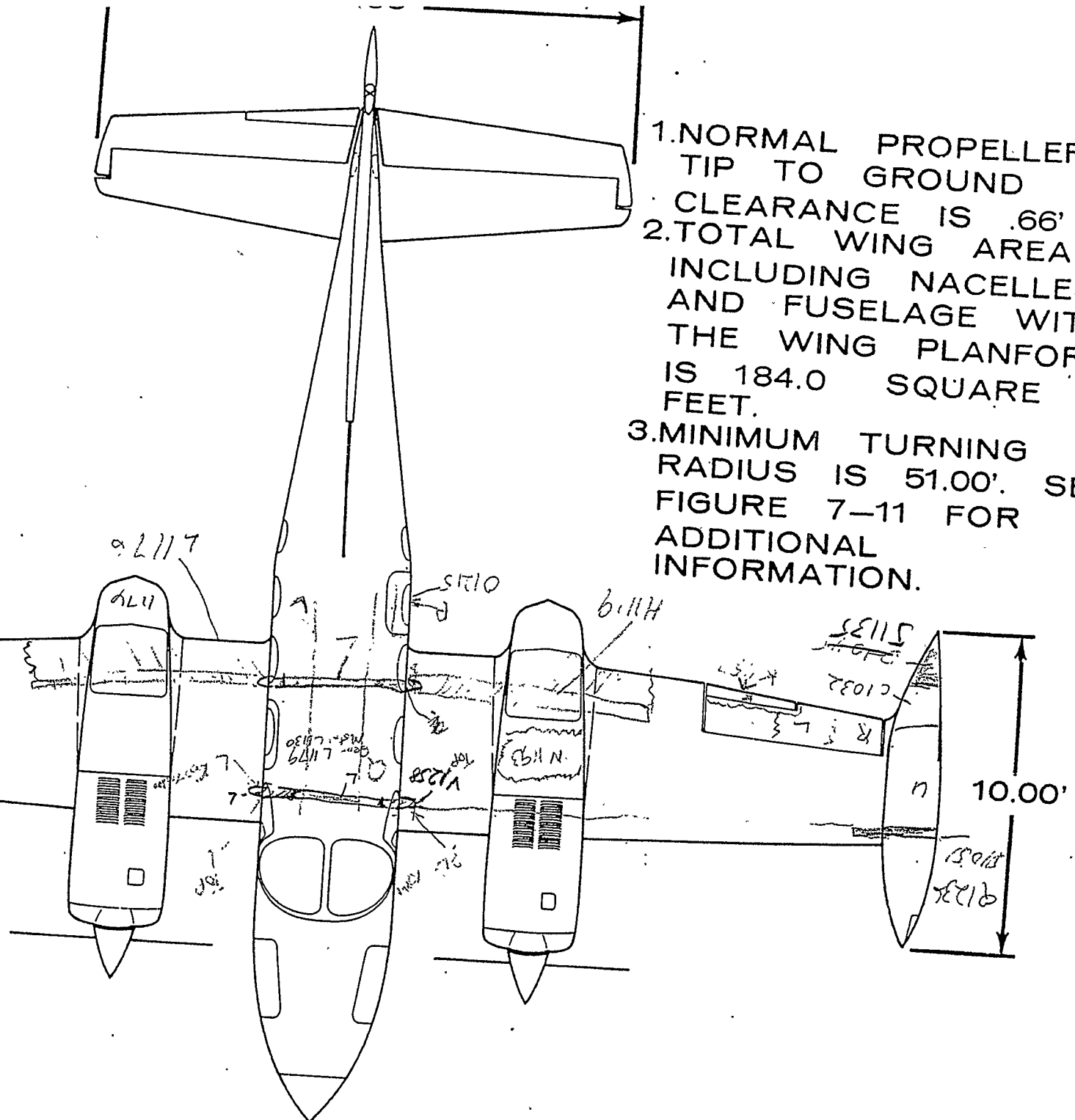


Figure 1-1

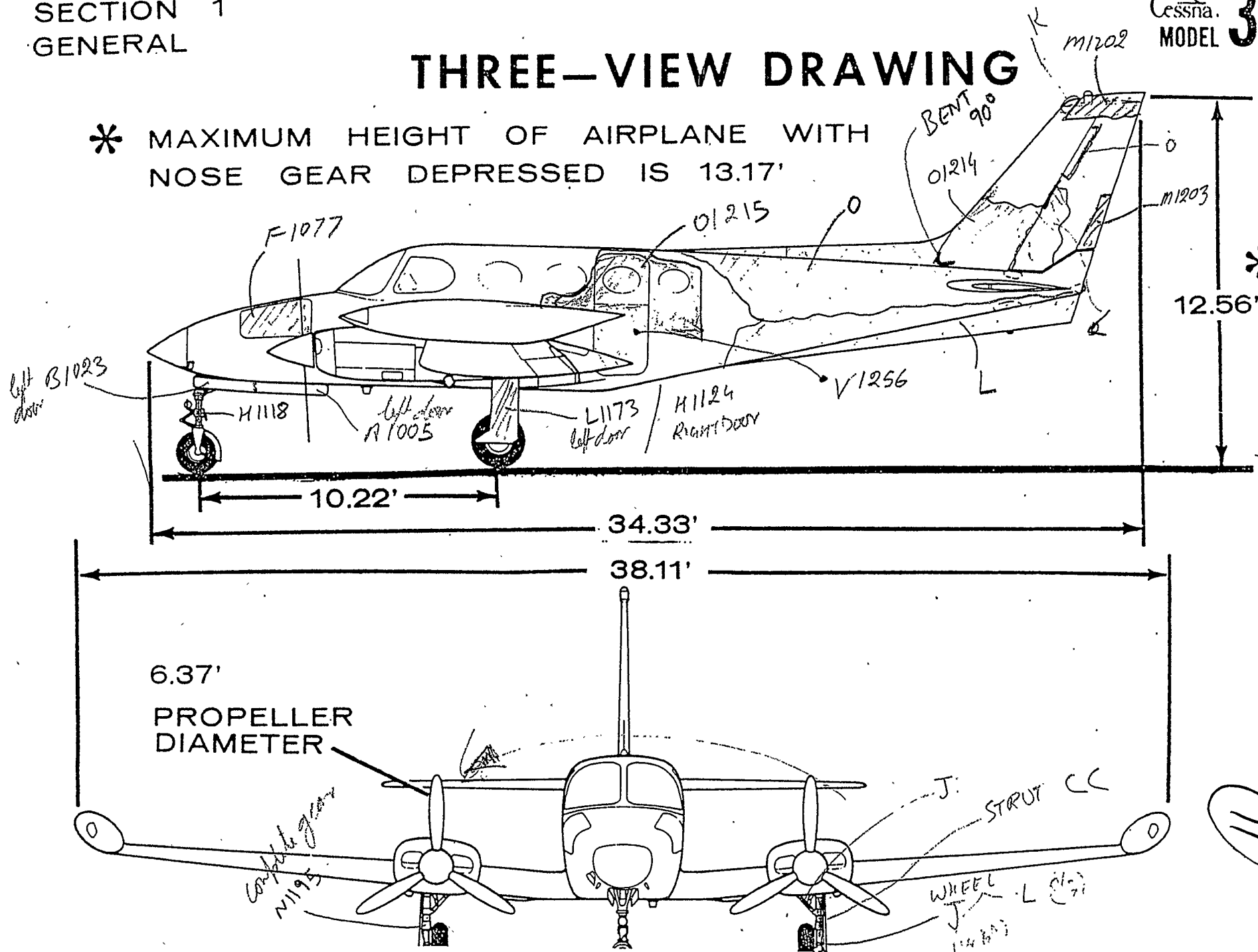
14103004
14104004

SECTION 1
GENERAL

Cessna. **335**
MODEL

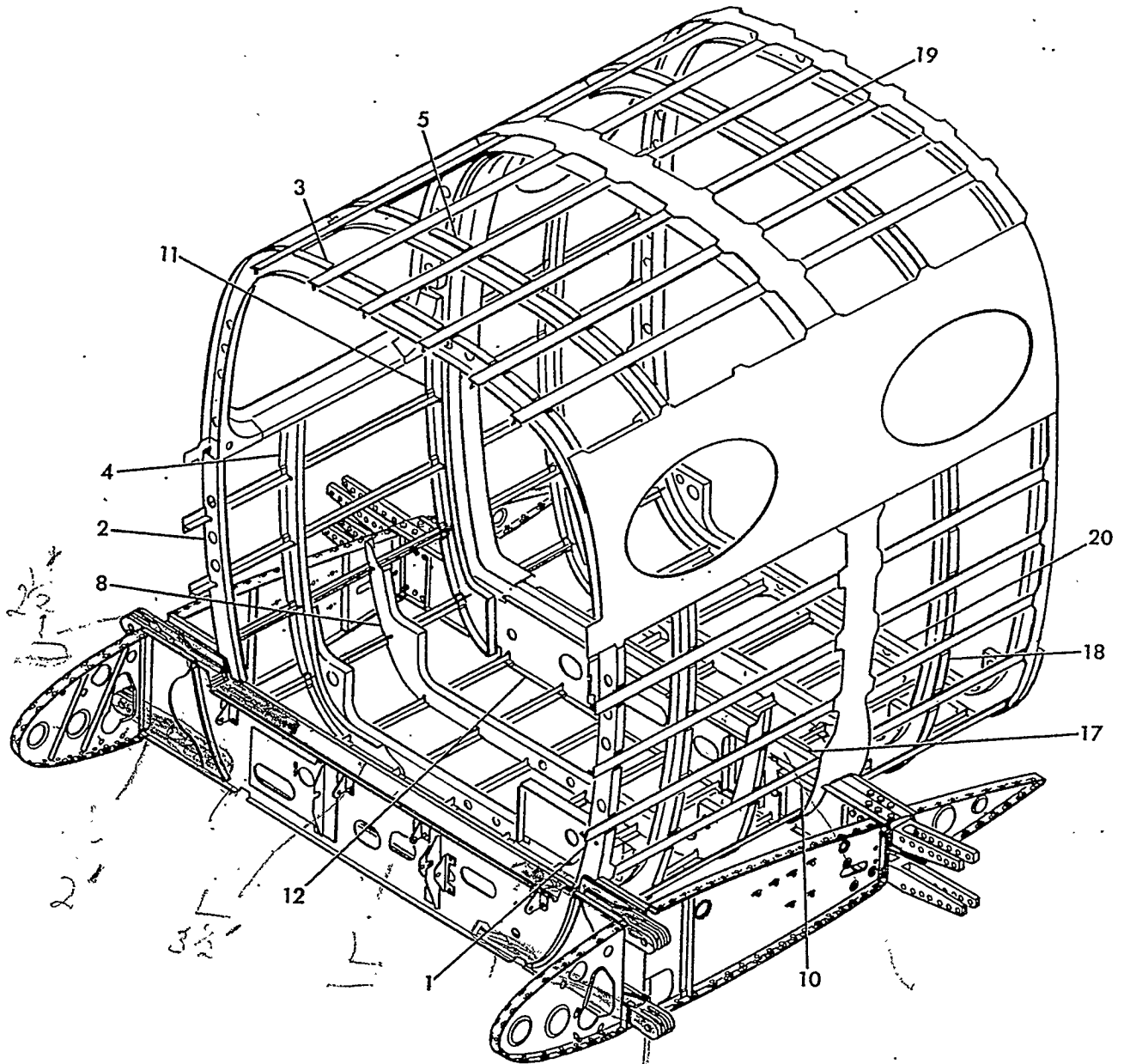
THREE-VIEW DRAWING

* MAXIMUM HEIGHT OF AIRPLANE WITH
NOSE GEAR DEPRESSED IS 13.17'





14103004
14104004



✓ 1258
11"

53113005

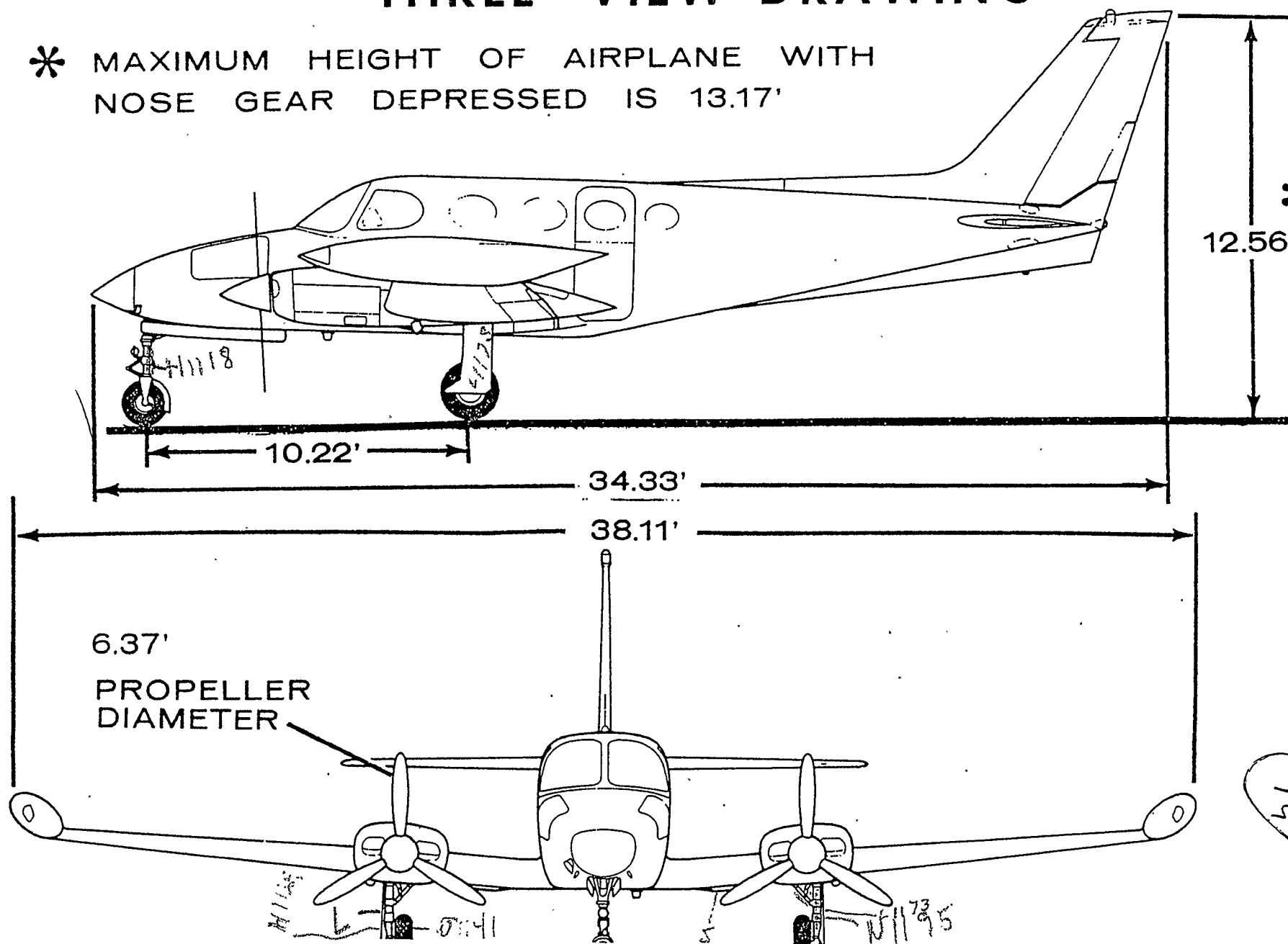
BULKHEADS-CENTER CABIN SECTION (SHEET 1 OF 1)
FIGURE 02

SECTION 1
GENERAL

Cessna.
MODEL **335**

THREE-VIEW DRAWING

* MAXIMUM HEIGHT OF AIRPLANE WITH
NOSE GEAR DEPRESSED IS 13.17'



EVIDENCE RECOVERY LOG

PAGE 1 OF 7

LOCATION Rice Road Site, Jefferson County, MO
 DATE 10-18-00 - 10-20-00
 CASE IDENTIFIER 149A ~~SL~~ SL-18616Z/NTSB-CH101HA011
 PREPARER/ASSISTANTS [Signature]

PERSONNEL Sat [Signature] - MSHP
SA [Signature] - FBI-ERT
[Signature] - FAA
[Signature] - Cessna
[Signature] - Cessna

b6
b7C

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct-D Indirect-I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
A1005	NOSE GEAR DOOR	A	FAA / NTSB				
A1006	AFT BULKHEAD 0823402-2	A	FAA / NTSB	(General)	D	Bulk to Hungar	
A1007	TIP TANK SKIN	A	"	"	"	"	
A1008	FUEL BLADDER	A	"	"	"	"	
A1009	TIP TANK BAND	A	"	"	"	"	
B1027	TIP TANK FUEL DRAIN	B	"	"	"	"	
B1027	TIPTANK 0823400-871	B	"	"	"	"	
B1023	NOSE GEAR DOOR	B	"	"	"	"	
B1024	FUEL UNIT	B	"	"	"	"	
B1025	TIP TANK W/LIGHT	B	"	"	"	"	
B1026	GRIMES COVER SN51156	B	"	"	"	"	
B1028	LOWER WING SKIN	B	"	"	"	"	
C1030	SKIN	C	"	"	"	"	
C1031	MAIN GEAR DOOR	C	"	"	"	"	
C1032	TIP TANK SKIN	C	"	"	"	"	
C1033	SPAR 0822500-25	C	"	"	"	"	
C1034	MAGNETO DRIVE	C	"	"	"	"	
C1037	TIP TANK PUMP	C	"	"	"	"	
D1045	TIP TANK AFT	D	"	"	"	"	
D1046	TIP TANK PUMP	D	"	"	"	"	
D1047	RADOME	D	"	"	"	"	
C1048	TIP TANK SKIN	C	"	"	"	"	
D1049	RED GLASS PARTS NOT MARKED	D	"	"	"	"	
D1050	RADOME	D	"	"	"	"	
D1051	TIP TANK BULKHEAD + SPAR	D	"	"	"	"	
D1052	NOSE GEAR DOOR	D	"	"	"	"	
E1056	RIGHT WING TANK W/CAP	E	"	"	"	"	
E1057	CLOCK FACE NOT MARKED	E	"	"	"	"	
E1058	ENGINE NACELLE	E	"	"	"	"	
E1059	FUEL BLADDER PIN 9910082-20	E	"	"	"	"	
F1077	LEFT NOSE BAGGAGE DOOR	F	"	"	"	"	
E1078	PROP BLADE	E	"	"	"	"	

15

EVIDENCE RECOVERY LOG

PAGE 2 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
F1080	NOSE GEAR	F	FAA/NTSB				
F1081	OXYGEN VALVE	F	FAA/NTSB	(General)	D	Bulk To Hangar	
F1082	ROCKER ARM	F	"	"	"	"	
F1083	PROP BLADE	F	"	"	"	"	
F1084	ENGINE COWL	F	"	"	"	"	
F1085	JACK POINT	F	"	"	"	"	
F1088	RADOME	F	"	"	"	"	
G1090	PROP HUB	G	"	"	"	"	
G1092	ALTITUDE FACE	G	"	"	"	"	
G1093	OIL DOOR	G	"	"	"	"	
G1094	PLASTIC - CLEAR	G	"	"	"	"	
G1095	COWL	G	"	"	"	"	
G1096	TIP TANK SKIN	G	"	"	"	"	
G1097	IMPULSE COUPLING DRIVE	G	"	"	"	"	
G1098	DORSAL FAIRING	G	"	"	"	"	
G1099	UPPER CABIN SKIN	G	"	"	"	"	
F1100	RIGHT UPPER COWL	F	"	"	"	"	
H1108	SPAR	H	"	"	"	"	
H1109	PROP	H	"	"	"	"	
H1110	ELEVATOR WEIGHT	H	"	"	"	"	
H1111	NOSE GEAR	H	"	"	"	"	
H1112	NOSE RETRACT MECH	H	"	"	"	"	
H1113	CYLINDER HEAD PARTS	H	"	"	"	"	
H1114	MAGNETO DRIVE	H	"	"	"	"	
H1115	BLACK DRIVE	H	"	"	"	"	
H1116	PISTON? NOT MARKED	H	"	"	"	"	
H1118	GEAR STRUT	H	"	"	"	"	
H1117	SWITCHES PITOT HEAT	H	"	"	"	"	
H1119	WING SECTION + FLAP	H	"	"	"	"	
H1120	PROP HUB	H	"	"	"	"	
H1121	CYLINDER HEAD	H	"	"	"	"	
H1123	() 842130-4 + FUSE BEACON	H	"	"	"	"	

10

EVIDENCE RECOVERY LOG

PAGE 3 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
I1129	PROP	J	FAA / NTSB	(General)	D	Bulk Hanger	
I1130	DIRECTIONAL CARD OBS?	J	"	"	"	"	
I1131	INSTRUMENT KNOB + CASE	J	"	"	"	"	
I1132	0831329-2	J	"	"	"	"	
J1133	INTERIOR PANEL	J	"	"	"	"	
J1134	OXYGEN BOTTLE	J	"	"	"	"	
J1135	TIP TANK AFT	J	"	"	"	"	
J1136	CABLE + TURNBUCKLE NOT MARKED	J	"	"	"	"	
J1137	ELEVATOR SPRING NOT MARKED	J	"	"	"	"	
J1138	RUDDER PEDAL	J	"	"	"	"	
J1139	PROP BLADE CYL PARTS	J	"	"	"	"	
J1140	PISTON PIN	J	"	"	"	"	
J1141	CRANKSHAFT MAIN WHEEL	J	"	"	"	"	
J1142	NOSE GEAR DOOR	J	"	"	"	"	
J1144	LEFT UPPER COWL	J	"	"	"	"	
K1149	FUSE SKIN	K	"	"	"	"	
K1150	VACUUM CYRO ROTOR	K	"	"	"	"	
K1151	DIRECTIONAL CARD + RADIO	K	"	"	"	"	
K1152	BEARING JOURNAL	K	"	"	"	"	
K1153	SIGMA-TEC CASE	K	"	"	"	"	
K1154	BEARING JOURNAL	K	"	"	"	"	
K1155	VACUUM HOSE + WIRING NOT MARKED	1 TEE 1 SCREW	1 FITTING K	"	"	"	
K1156	ACCESSORY GEAR	K	"	"	"	"	
K1157	AILERON TRIM TAB	K	"	"	"	"	
K1158	CYLINDER	K	"	"	"	"	
K1159	BEARING JOURNAL	K	"	"	"	"	
I1160	PROP BLADE	J	"	"	"	"	
K1161	AUTO PILOT CONTROL	K	"	"	"	"	
L1162	FUEL SYSTEM COMPONENTS NOT MARKED	L	"	"	"	"	
L1163	WIRE BUNDLE NOT MARKED	+ SEAT FRAME	L	"	"	"	
L1164	INST PANEL START SWITCHES ETC.	L	"	"	"	"	

(17)

EVIDENCE RECOVERY LOG

PAGE 4 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
L1166	TURBO	L	FAA/NTSD	(General)	D	Bulk to Hangar	
L1167	FUSELAGE + WING		"	"	"	"	
L1167	FUSELAGE + WING	L	"	"	"	"	
L1173	LEFT MAIN GEAR DOOR	L	"	"	"	"	
L1174	TAIL TIE DOWN	L	"	"	"	"	
L1175	ELEVATOR	L	"	"	"	"	
L1176	RT FLAP + RT WINGLOCKER	L	"	"	"	"	
L1177	BEARING JOURNAL	L	"	"	"	"	
L1178	WING ATTACH MAIN TIE	L	"	"	"	"	
L1179	GEAR BOX	L	"	"	"	"	
L1180	MAIN WHEEL GEAR MOTOR	L	"	"	"	"	
N1182	MAGNETO	N	"	"	"	"	
N1183	ENGINE MOUNT BUSHING	N	"	"	"	"	
L1184	MAIN GEAR UPPER	L	"	"	"	"	
L1185	P/N: 43989-3908 ACTUATOR	L	"	"	"	"	
N1188	CABIN OVERHEAD VENTS	N	"	"	"	"	
N1189	UNKNOWN PUM W/4FT HOSE	N	"	"	"	"	
N1190	MAG DRIVE + CABIN STEP	N	"	"	"	"	
N1191	FUEL SELECTOR PLACARDS	N	"	"	"	"	
N1192	EVAPORATOR	N	"	"	"	"	
N1193	WING LOCKER DOOR	N	"	"	"	"	
N1194	MAIN LANDING GEAR WITH TIRE + WHEEL RT? N	N	"	"	"	"	
N1196	ENGINE MOUNT	N	"	"	"	"	
N1198	ROCKER ARM NOT MARKED				"	"	
N1199	ROCKER ARM NOT MARKED	N	"	"	"	"	
N1200	ELT	N	"	"	"	"	
M1201	RIBBIT ELEVATOR	M	"	"	"	"	
M1202	RUDDER TRIM TAB	M	"	"	"	"	
M1204	IGNITION WIRES	M	"	"	"	"	
M1202	RUDDER CAP	M	"	"	"	"	

181

EVIDENCE RECOVERY LOG

PAGE 5 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct-D Indirect-I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
O1207	FLOW DIVIDER	O	FAA / NTSD	(General)	D	Bulk to Hager	
O1210	HINGE BEARING	O		"	"	"	
O1211	ENGINE CASE	O		"	"	"	
O1212	ENGINE CASE VACUUM AMP DRIVE	O		"	"	"	
O1213	RIGHT ELEVATOR	O		"	"	"	
O1214	VERTICAL STABILIZER	O		"	"	"	
O1215	FUSELAGE AT CABIN DOOR	O		"	"	"	
P1218	OIL FILTER	P		"	"	"	
P1219	ENGINE VALVE	P		"	"	"	
P1220	RUDDER PEARL NOT MARKED	P		"	"	"	
P1221	NOSE TIRE	P		"	"	"	
P1222	SEAT STRUCTURE	P		"	"	"	
P1223	CIRCUIT BOARD	P		"	"	"	
R1227	TURBO IMPELLER	R		"	"	"	
R1228	FLAP MOTOR - ROCKER ARM	R		"	"	"	
R1229	EVAPORATOR	R		"	"	"	
T1230	FUEL PUMP	T		"	"	"	
R1231	BEACON	R		"	"	"	
R1232	TURBO CONTROLLER	R		"	"	"	
R1233	SEAT BELT WITH SHOULDER HARNESS	R		"	"	"	
R1234	9910287-11 PRESSURE SWITCH	R		"	"	"	
R1235	ENGINE CASE	R		"	"	"	
Q1236	RT TIP TANK BULKHEAD	Q		"	"	"	
Q1237	INDUCTION	Q		"	"	"	
Q1238	SURFACE COUNTER WEIGHT	Q		"	"	"	
Q1239	BENDIX PIN: 3602137-0501	Q		"	"	"	
S1243	ENVIRONMENTAL CONTROLS	S		"	"	"	
S1242	PUMP 0823400-157	S		"	"	"	
S1244	ELEVATOR OUTBOARD STAB	S		"	"	"	
S1245	CONTROL COLUMN	S		"	"	"	
T1246	AIP ACTUATOR PIN: 43989-49	O8 T		"	"	"	
T1248	ENGINE IN TREE	T		"	"	"	

19

EVIDENCE RECOVERY LOG

PAGE 6 OF 7

LOCATION _____
 DATE _____
 CASE IDENTIFIER (Same As Above)
 PREPARER/ASSISTANTS _____

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
T1250	VACUUM PUMP	T	FAA / NTSB	(General)	D	Bulk to Hanger	
T1251	RUDDER TUBE	T	"	"	"	"	
T1252	BRAKE MASTER CYLINDER	T	"	"	"	"	
V1255	MOTOR ASSY + SEAT STRUCTURE	V	"	"	"	"	
V1256	CABIN DOOR LOWER	V	"	"	"	"	
V1257	SEAT CUSHIONS	V	"	"	"	"	
V1258	WING ATTACH BOLT	V	"	"	"	"	
V1259	MAIN GEAR RETRACT MECHANISM	V	"	"	"	"	
U1261	ENGINE CASE	U	"	"	"	"	
U1262	RETRACTABLE LANDING LIGHT	U	"	"	"	"	
U1263	STORMSCOPE	U	"	"	"	"	
U1264	CAM	U	"	"	"	"	
U1266	MAGNETO	U	"	"	"	"	
U1268	PROP SPRING	U	"	"	"	"	
W1269	FIRE EXTINGUISHER	W	"	"	"	"	
W1270	CYLINDER + PISTON	W	"	"	"	"	
W1271	ELEVATOR COUNTER WEIGHT	W	"	"	"	"	
W1272	OXYGEN BOTTLE	W	"	"	"	"	
U1273	PROP HUB ENGINE CASE	U	"	"	"	"	
U1275	CYLINDER + PISTON + SEAT	U	"	"	"	"	
X1277	SEAT FRAME	X	"	"	"	"	
X1286	SEAT FRAME	X	"	"	"	"	
X1287	DOOR FRAME SEAT FRAME + CABLE	X	"	"	"	"	
X1288	LANDING GEAR STRUCTURE	X	"	"	"	"	
X1289	PROP BLADE + BUCKLE	X	"	"	"	"	
X1290	TURBO IMPELLER	X	"	"	"	"	
Z1291	CYLINDER TOP	Z	"	"	"	"	
X1292	OXYGEN BOTTLE	X	"	"	"	"	
Z1293	TURNBUCKLE	Z	"	"	"	"	
Z1294	TURBO HOUSING + ENGINE GEAR	Z	"	"	"	"	
Z1295	OIL PUMP	Z	"	"	"	"	
Z1296	AMMETER ENG. MOUNT	Z	"	"	"	"	

20

PAGE 7 OF 7

PERSONNEL _____

(Same As Above)

ITEM #	DESCRIPTION	WHERE FOUND	RECOVERED BY	PHOTO	MARKING Direct—D Indirect—I	PACKAGING METHOD	MISCELLANEOUS COMMENTS
Z1297	REAR PART W/ FEMALE SPLINE (Brown)	Z	FAA / NSTB	(General)	D	Bulk to Hqs.	
Y1298	MAGNETO DRIVE + ACFS. GEAR	Y	"	"	"	"	
Y1299	OXYGEN INDICATOR	Y	"	"	"	"	
Y1300	ENGINE OIL COOLER	Y	"	"	"	"	
Y1301	AILERON WEIGHT	Y	"	"	"	"	
AA1303	RHEOSTAT	AA	"	"	"	"	
AA1304	BEARING NOT MARKED	AA	"	"	"	"	
AA1305	CASE - ENGINE	AA	"	"	"	"	
AA1306	DRIVE GEAR	AA	"	"	"	"	
AA1307	STARTER	AA	"	"	"	"	
CC13	ENGINE CRANKSHAFT	CC	"	"	"	"	
AA1320	MAGNETO CASE	AA	"	"	"	"	
AA1323	PROP + ENGINE CASE	AA	"	"	"	"	
CC1324	TURBO CASE	CC	"	"	"	"	
CC1325	LANDING GEAR	CC	"	"	"	"	
CC1326	H15 FOG 8104 RETAINED	CC	"	"	"	"	
CC1327	TURBO NOT MARKED	CC	"	"	"	"	
CC1328	ENGINE CASE	CC	"	"	"	"	
CC1329	PAPER GASKET RETAINED	CC	"	"	"	"	
CC1330	ENGINE STARTER	CC	"	"	"	"	
DD1330	HINGE BEARING INSTRUMENT CASE	DD	"	"	"	"	

21

Systems/Maintenance Records Group Field Notes

CHI01MA011
Cessna 335, N8354N
Hillsboro, MO
October 16, 2000, 1933 CDT

Group Chairman

[REDACTED]
NTSB
8405 NW 53d St.
Suite B-103
Miami, FL

10/22/00

Member

[REDACTED]
FAA-STL-FSDO/CEO3
10801 Pear Tree Lane
Suite 200
St. Ann, MO 63074

10/22/2000

Member

[REDACTED]
Cessna Aircraft Company
PO Box 7704
Wichita, KS 67277-7704

10/22/00

Member

[REDACTED]
Cessna Aircraft Company
PO Box 7704
Wichita, KS 67277-7704

Notes From 10/20/00

Spirit of St. Louis Airport, Thunder Aviation

- The pilot of a Cessna 335 brings his aircraft in for compliance of Airborne Service Bulletin No. 39
- The pilot was not aware of Cessna Service Bulletin MEB99-19
- The flight manual supplement was not in his flight manual
- Thunder Aviation started the left engine and both suction balls pulled in
- The same situation as above occurred when the right engine was started alone
- [redacted] of the St. Louis FSDO will retrieve and send the vacuum manifold valve to Washington after it is removed by Thunder Aviation

Cessna Service Bulletin MEB99-19 addresses start-up and shut-down procedures to check for proper vacuum system operation. There should be a proposed AD based on 99-19, dated October 4, 1999.

Checklists from other manufacturers multi-engine aircraft, using the same vacuum manifold valves, need to be obtained to check for vacuum system checks.

- [redacted] of Raytheon Aircraft, was called on 10/21/00 and asked about Beechcraft vacuum system procedures
- [redacted], stating the Duke and the turbo-charged Baron use the same vacuum manifold valve
- The checklist states to check suction before departure, not during start-up

Section 1, page 3 of the MEB99-19 Flight Manual Supplement was found on the aircraft—per

A flight instructor from TAS Aircraft Inc., Defiance, OH, stated the pilot of the mishap aircraft used the MEB99-19 vacuum system check—per

Logbook Information

- Approximately 42 hours since the last Annual Inspection performed on 8/21/00
- Right attitude indicator was removed, repaired and re-installed on 9/28/00
- Left vacuum pump was installed on 9/28/00
- Autopilot elevator trim servo removed and not in aircraft at time of mishap
- Aeroflite stated elevator trim servo was not in aircraft and the autopilot was placarded "Inop."
- The placard has not been observed
- Right side attitude indicator and vacuum pump were replaced at aircraft total time 2299.4. Approximately 202 hours of service since repair or replacement
- Left attitude indicator removed, repaired and reinstalled on 12/16/99

Note: Still intending to talk to Aeroflite, Poplar Bluff, MO, regarding aircraft maintenance and autopilot.

Notes From 10/21/00

Carnahan's registered the aircraft during 10/19/98

Logbook Information

- Last annual inspection—8/21/00 Aircraft total time: 2257
- 24 month pitot-static check performed on 5/22/00
- ELT battery replacement due 8/01

Talked with [] and was instructed to send back as much of the vacuum system as possible. This will include the retrieved portions of the valve. The FSDO is to ship the following items:

b6
b7C

- 1 vacuum pump housing
- 1 vacuum pump
- 2 vacuum rotors

Instrument Faces:

- 1 turn and bank indicators
- 2 attitude indicators
- 1 airspeed indicator
- 1 VSI
- and various other unidentified faces

The electrical system will be retained but not examined since radio contact was maintained to within 2 minutes of last radar contact.

Per the logbooks, an RMI, HSI and D.G. were installed in the aircraft.

The left engine has approximately 489.7 hours since remanufacture.

The aircraft busted 2600' by 1000' and was then instructed to continue to climb to 4000'.

The pilot took one minute to contact departure after being told to do so by the CPS (Parks) controller.

Notes From 10/22/00

ATC Information

Toward the end of the recorded radar data, ATC radar shows a 56 degree course change was made in 8 seconds. The last three sweeps of the radar indicates a course of 304 degrees.

Also from ATC, the only complaint from the pilot was that he was "having some problems with the primary attitude indicator" and then stated "we have a primary attitude indicator that is not reading properly. Having to try and fly off co-pilot."

The pilot was asked his heading by the controller and he responded "well the compass is showing due south 180." Near the end of the end of recorded radar data, the pilot stated to the controller that his attitude problems were still existing.

Aircraft Information

The aircraft was equipped with two engine driven vacuum pumps (one on each engine). The vacuum system runs the left and right attitude indicators. The vacuum system also runs left side HSI and the right side directional gyro. In addition, the vacuum pumps operate the de-ice system.

The aircraft had a turn and bank indicator, wet compass, airspeed indicator, and VSI. The left altimeter was electronic and the right was an aneroid bellow type. The aircraft was equipped with a single pitot-static system. The pitch trim servo was out of the

aircraft for maintenance. It has not been learned that with the pitch trim servo missing if the autopilot would engage.

According to the aircraft paperwork the aircraft was equipped with a Tomorrow Apollo 2001 Navigation Management System. The system includes a GPS which could provide heading, ground speed and altitude information.

Note: There are no applicable Airworthiness Directives.

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety

METEOROLOGICAL FIELD NOTES

CHI01MA011

October 20, 2000

A. ACCIDENT

Date: October 16, 2000
Location: Hillsboro, Missouri
Time: 1933 Central Daylight Time (0033 UTC October 17, 2000)
Aircraft: Cessna 335, registration; N8354N

B. METEOROLOGICAL SPECIALIST



Meteorologist
Operational Factors Division
National Transportation Safety Board
Office of Aviation Safety
Washington, D.C.

b6
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C. SUMMARY

On October 16, 2000, at approximately 7:33 PM CDT, a Cessna 335, N8354N, carrying Missouri Governor Mel Carnahan, his aide, and piloted by his son, impacted the terrain, in Hillsboro, Missouri. All three persons on board were fatally injured. The business flight, being operated under 14 CFR Part 91 departed from Parks Bi-State Airport, Cahokia, Illinois, on an IFR flight plan, and was en route to New Madrid, Missouri. The flight was diverting to Jefferson City, Missouri at the time of the accident in an attempt to find visual meteorological conditions. The pilot had reported to air traffic control that he was having a problem with his primary attitude indicator.

The aircraft wreckage was located in a heavily wooded northeast of Hillsboro, in an area characterized with rolling hills and was spread over 1/4 mile area.

D. DETAILS OF INVESTIGATION

All data has been obtained from official sources from the National Weather Service (NWS). All times used in this report are in Universal Time Coordinated (UTC) based upon the 24 hour clock and UTC=Z. The local time is Central Daylight Time (CDT) and is +5 hours to UTC. Directions are referenced to true north and distances in nautical miles. Heights are above mean sea level (MSL) unless otherwise noted in weather reports and terminal forecasts, where they are above ground level (AGL). Visibility is reported in statute miles and fractions of statute miles.

1.0 Synoptic Situation

The NWS National Center for Environmental Prediction (NCEP) regional Surface Analysis Chart for 0000Z on October 17, 2000, is included as attachment 1. The chart depicted the main synoptic features at the surface impacting the area within the hour of the accident. The surface analysis depicted a low pressure system with a central pressure of 1013 millibars (mb) located over southern Missouri. To the southwest of the low pressure system a cold front was depicted, and to the east of the low a stationary front. To the south of the low pressure system a trough of low pressure was also indicated, extending southward into Arkansas. A second weather system was approaching the area to the northwest and was identified as a trough of low pressure which extended across South Dakota, central Nebraska, into western Kansas. A high pressure system was also identified over Wisconsin, with a ridge of high pressure extending over Iowa, northern Missouri, to eastern Kansas.

The station models over the St. Louis area and southeastern Missouri in the immediate vicinity of the accident site indicated a cyclonic wind flow around the low pressure system. The wind flow was from the northeast near 10 knots over the accident region. The station models also indicated overcast skies over the southeast Missouri and southern Illinois with light to moderate continuous rain, and fog. The temperature-dew point spreads ranged from zero to three degrees Fahrenheit (F) over the region.

2.0 Surface Observations

There are no official weather reporting facilities in Hillsboro, Missouri where the accident occurred, as a result the surrounding area was documented.

2.0.1 Parks Bi-State Airport, Cahokia, Illinois (KCPS)

Parks Bi-State Airport (KCPS) also known as St. Louis Downtown Airport was the departure point of the flight of N8354N. The airport elevation is reported as 413 feet and is located 1 mile east of the city of Cahokia. The airport is approximately 24 miles northeast from the accident site. The official source of weather information at the airport is from a NWS installed and maintained Automated Surface Observation System (ASOS). The weather conditions from the time of departure at 2355Z to the accident are as follows:

KCPS weather observation at 2353Z, wind from 040 degrees at 13 knots, visibility 2 miles in light rain and mist, ceiling¹ broken at 600 feet, broken at 1,000 feet, overcast at 2,000 feet, temperature 15 degrees Celsius (C), dew point 14 degrees C, altimeter 30.05 inches of mercury (Hg). Remarks; automated observation system, sea level pressure 1017.5 mb, precipitation since last hour 0.20 inches, 6-hour precipitation amount 1.18 inches.

KCPS special weather observation at 0000Z, wind from 030 degrees at 9 knots, visibility 5 miles in light rain and mist, a few clouds², ceiling broken at 2,600 feet, overcast at 3,300 feet, temperature 15 degrees C, dew point 14 degrees C, altimeter 30.05 inches of Hg. Remarks; automated observation, precipitation since last hour (2353Z) 0.01 inches.

KCPS special weather observation at 0020Z, wind from 020 degrees at 12 knots gusting to 16 knots, visibility 2 miles in light rain and mist, ceiling broken at 600 feet, broken clouds at 1,200 feet, overcast at 3,200 feet, temperature 15 degrees C, dew point 14 degrees C, altimeter 30.06 inches of Hg. Remarks; automated observation, precipitation since last hour (2353Z) 0.04 inches.

KCPS weather observation at 0053Z, winds from 030 degrees true at 11 knots, visibility 2 1/2 miles in moderate rain and mist, ceiling overcast at 800 feet, overcast at 1,200 feet, temperature 15 degrees C, dew point 14 degrees C, altimeter 30.06 inches of Hg. Remarks; automated observation, sea level pressure 1017.8 mb, precipitation since last hourly observation (2353Z) 0.14 inches.

2.0.2 Spirit of St Louis Airport, St. Louis, Missouri (KSUS)

The closest airport to the accident site was Spirit of St. Louis Airport (KSUS), located 17 miles west of the city of St. Louis and 23 miles northeast of

¹ Ceiling is defined as the lowest layer of clouds reported as broken or overcast, or the vertical visibility into a surface based obscuration.

² Few clouds is defined as covering 1 to 2 octas or eight's of the sky.

the accident site. The airport has an elevation of 461 feet and has a NWS installed and maintained ASOS. The following weather conditions were reported surrounding the time of the accident:

KSUS weather observation at 2354Z, wind from 030 degrees at 7 knots, tower visibility 3/4 miles in moderate rain and mist, ceiling overcast at 800 feet, temperature 15 degrees C, dew point 14 degrees C, altimeter 30.05 inches of Hg. Remarks; automated observation, surface visibility 3 miles, ceiling 500 feet variable to 1,300 feet, sea level pressure 1017.3 mb, precipitation since last hour 0.08 inches, 6-hour precipitation 0.79 inches.

KSUS special weather observation at 0046Z, wind from 040 degrees at 11 knots, tower visibility 2 miles in light rain and mist, ceiling broken at 800 feet, overcast at 1,400 feet, temperature and dew point 14 degrees C, altimeter 30.05 inches of Hg. Remarks; automated observation, surface visibility 5 miles, ceiling 600 feet variable to 1,100 feet, precipitation since last hourly observation 0.08 inches.

2.0.3 Farmington Regional Airport, Farmington, Missouri (KFAM)

Farmington Regional Airport (KFAM) is located 1 mile south of the city of Farmington, Missouri at an elevation of 946 feet. The airport is 29 miles south of the accident site. The airport has an Federal Aviation Administration (FAA) installed Automated Weather Observation System (AWOS) and reported the following conditions surrounding the accident:

KFAM special weather observation at 0015Z, wind from 070 degrees at 11 knots gusting to 15 knots, visibility 4 miles, ceiling overcast at 400 feet, temperature 16 degrees C, dew point 15 degrees C, altimeter 30.00 inches of Hg. Remarks; automated observation without precipitation sensor (no weather element reportable).

KFAM special weather observation at 0035Z, wind from 060 degrees at 11 knots, visibility 2 1/2 mile, ceiling overcast at 400 feet, temperature 16 degrees C, dew point 15 degrees C, altimeter 30.00 inches of Hg. Remarks; automated observation without a precipitation indicator.

2.0.4 Jefferson City Airport, Jefferson City, Missouri (KJEF)

Jefferson City Airport (KJEF) was one of the planned destinations and potential alternate airport for the flight, which the flight had started to divert to, shortly before the accident. Jefferson City Airport has an elevation of 549 feet. The following weather conditions were reported near the time of the accident:

KJEF weather observation at 2353Z, wind variable at 6 knots, visibility 8 miles, ceiling broken at 5,500 feet, overcast at 7,500 feet, temperature 14 degrees C, dew point 12 degrees C, altimeter 30.07 inches of Hg. Remarks; automated observation, sea level pressure 1017.3 mb, precipitation last 6-hours 0.31 inches, pressure tendency over last 3-hours risen 0.7 mb.

KJEF weather observation at 0053Z, wind from 050 degrees at 5 knots, visibility 10 miles, ceiling broken at 7,000 feet, overcast at 8,500 feet, temperature 14 degrees C, dew point 12 degrees C, altimeter 30.09 inches of Hg. Remarks; automated observation, sea level pressure 1017.7 mb.

3.0 Upper Air Data

The upper air site most representative of the atmosphere over the region of the flight was obtained from Springfield, Missouri (KSGF), located 136 miles to the southwest of the accident site. The 0000Z sounding for October 17, 2000 is included as attachment 2. The 0000Z sounding indicated an inversion from 900 to 850 mb, this layer was also saturated with drying above. A second inversion was noted between 760 to 740 mb. The wind flow showed a northeast wind flow at 10 to 30 knots from the surface and below the inversion, with winds backing to the north and northwest above the inversion at 20 to 25 knots. Above 500 mb or 18,000 feet, winds continued backing to the west to west-southwesterly with a maximum wind of 65 knot above 200 mb or 39,000 feet. The freezing level was located at 12,654 feet. The following additional items were identified on the sounding:

Initial Parcel data (T=SFC/Td=SFC)	57/54° F:14/12° C
Lifted Index (LI)	4.3
K-Index	23
Lifted Condensation Level (LCL)	1,927 feet or 948 mb
Level of Free Convection (LFC)	2,870 feet or 916 mb
Precipitable Water	0.91 inches
Approximate cloud tops	4,757 feet

4.0 Weather Surveillance Radar

The St. Louis NWS Weather Surveillance Radar 1988 Doppler (WSR-88D) located at Weldon Springs, Missouri (KLSX), is located 27 miles to the north-northwest of the accident site. The KLSX radar products were reviewed and document. The Level II archive 8 millimeter tape of the radar products has been requested from the NWS and will be reviewed by the Safety Board in Washington, D.C. with the aircraft's flight track added for further analysis.

4.0.1 Volume Scan Strategy

The WSR-88 volume scan is a computer controlled radar system, which automatically creates a complete series of specific scans in a specific sequence known as a volume scan. Individual radar scans are available on the NWS Principle Users Processor (PUP). Products that require data from multiple elevation scans are not available until the end of the six-minute volume scan.

The WSR-88D operates in several different scanning modes, identified as Mode A and Mode B. Mode A is the precipitation scan and has two common scanning strategies. The most common is where the radar makes 9 elevation scans from 0.5 degrees to 19.5 degrees every six minutes. This particular scanning strategy is documented as volume coverage pattern 21 (VCP-21). Mode B is the clear air mode, where the radar makes 5 elevation scans during a ten-minute period. During the period of the accident the St. Louis WSR-88D was operating in the precipitation Mode A.

4.0.2 Reflectivity

Reflectivity is the measure of the efficiency of a target in intercepting and returning radio energy. With hydrometeors³ it is a function of the droplet size distribution, number of particles per unit volume, physical state (ice or water), shape, and aspect.

Reflectivity is normally displayed in decibels (dBZ), and is a general measure of echo intensity. The chart below relates the NWS video integrator and processor (VIP) intensity levels, which were originally developed for the WSR-57 radar versus the WSR-88D's display levels. The precipitation mode reflectivity in decibels and convective rainfall rates are also provided.

³ Hydrometeors are any product of condensation or sublimation of atmospheric water vapor, whether formed at the earth's surface; also, any water particles blown by the wind. Hydrometeors can be classified as (a) liquid or solid water particles suspended in the air: clouds, water droplets, mist, or fog. (b) Liquid precipitation: drizzle and rain. (c) Freezing precipitation: freezing drizzle and freezing rain. (d) Solid (frozen) precipitation: ice pellets, hail, snow, and ice crystals. (e) Falling particles that evaporate before reaching the ground: virga. (f) Liquid or solid water particles lifted by the wind from the earth's surface: drifting snow, blowing snow, blowing spray. (g) Liquid or solid deposits on exposed objects: dew, frost, rime, and glaze ice.

NWS VIP	WSR-88D LEVEL	PRECIP MODE (dBZ)	RAINFALL
0	0	< 5	
	1	5 to 9	
	2	10 to 14	
1 Very Light	3	15 to 19	0.02 inch/hour
	4	20 to 24	
	5	25 to 29	
2 Light to Moderate	6	30 to 34	0.09 inch/hour
	7	35 to 39	
3 Strong	8	40 to 44	0.48 inch/hour
4 Very Strong	9	45 to 49	2.50 inches/hour
5 Intense	10	50 to 54	5.70 inches/hour
6 Extreme	11	55 to 59	12.0 inches/hour
	12	60 to 64	
	13	65 to 69	
	14	70 to 74	
	15	≥ 75	

The conversion process effectively drops several of the lowest WSR-88D reflectivity levels that normally indicate extremely light precipitation, which may not be reaching the ground.

4.0.3 Composite Reflectivity

The composite reflectivity product is created by taking the highest reflectivity from each of the vertical elevation scans. Since the product is a composite of all the scans it is created near the end of the sequence. Several NEXRAD Information Dissemination System (NIDS) vendors to create national and regional radar mosaics also use the product. The grid resolution of the composite reflectivity image is a 1 X 1 kilometer (km) or 54 X 54 nautical miles.

Attachment 3 is the KLSX composite reflectivity at 0025Z on October 17, 2000. For reference the city of Centerville approximates the departure point and the accident site is located to the northeast of Jefferson College labeled as

"Jeffer", and to the west of Valmeyer, Illinois. The image depicts a band of returns oriented northeast to southwestward over Missouri. The maximum reflectivity's observed between the departure point and the accident site ranges from 30 to 45 dBZ or VIP Levels 2 light to moderate intensity to VIP Level 3 strong in intensity.

Attachment 4 is the KLSX composite reflectivity at 0031Z or at the approximate time of the accident. The image has reflectivity values of 20 to 30 dBZ over the accident site, or VIP Level 1 to 2 very light to light intensity. The radar returns decrease from the accident site towards Jefferson City or southwestern Missouri.

4.0.4 Base Reflectivity

The base reflectivity images are plan position indicator (PPI) depictions of the individual elevation scans, with reflectivity in decibels. The resolution is provided at 1° X 1 kilometer. The 0.5 degree elevation scan for 0019Z, 0025Z, and 0031Z were documented as attachments 5, 6, and 7 respectively. The lowest elevation scan continued to document reflectivity's of 20 to 40 dBZ between the departure and accident site with the activity decreasing with time.

4.0.5 Velocity Azimuth Display Winds

The Velocity Azimuth Display (VAD) wind profile provides a vertical depiction above the radar site. Attachment 8 is the VAD wind profile (VWP) from 0007Z to 0107Z. The VWP depicted winds below 6,000 feet from the northeast at 15 to 30 knots during the period, with winds at 7,000 feet from the east at 15 to 25 knots, and abruptly veering to the northwest above 7,000 feet through 20,000 feet. The VAD wind profile observed at 0031Z indicated winds of 20 to 25 knots below 7,000 feet.

5.0 Lightning Data

The National Lightning Detection Network (NLDN) operated by Global Atmospherics, Incorporated was reviewed and documented at the St. Louis NWS Forecast Office. The mean accuracy of the lightning data is 500 meters or approximately 1/4 miles. The 15-minute lightning plot ending at 0015Z, 0030Z, and 0045Z did not detected any cloud-to-ground lightning strikes over the route of flight or in the immediate vicinity of the accident site. The NLDN detected 3, 5, and 12 cloud-to-ground lightning strikes respectively. The 12 strikes for the period ending at 0045Z detected the only cluster like pattern, which was located over southeastern Missouri to the north of the Polar Bluff area and well south of the accident site.

6.0 Satellite Data

The Geostationary Operations Environmental Satellite number 8 (GOES-8) imagery was displayed on the Safety Board's Man Computer Interactive Data Access System (McIDAS) workstation and electronically sent to the investigator. The infrared (band 4) imagery with a 4 kilometer resolution indicated the following cloud features over the state of Missouri.

Attachment 9 is the 0045Z infrared image from GOES-8 centered on the St. Louis area with a standard MB temperature enhancement curve applied. The image shows the band of cloud orientated in a northeast to southwest band obscuring the accident site. The radiative temperature observed on the approximate location of the accident was 252.7 degrees Kelvin or -21.3 degrees C, which based on the Springfield upper air data corresponds to cloud tops near 20,000 feet.

7.0 Precipitation Recorded

The St. Louis NWS Forecast Office's hydrometeorological data obtained from their network provided 24 hour precipitation totals across the area ending at 7 AM.

ID	STATION NAME	24-HR PRECIP
KCPS	Cahokia	1.37
KFAM	Farmington	1.28
KSUS	Chesterfield	0.94
KSTL	St Louis	0.60
KJEF	Jefferson City	0.58
VLLM7	Valley Park	1.40

The station closest to the accident site was Valley Park, Missouri, which reported 1.40 inches ending at 7 AM October 17, 2000.

8.0 Pilot Reports

The following pilot reports or PIREP's were obtained surrounding the time of the accident. It should be noted however, that the weather conditions varied significantly with the band of rain that moved across the area.

Spirit of St Louis (SUS) pilot report at 2344Z, over the airport at 1,000 feet, pilot reported sky cover overcast with bases at 1,100 feet.

St Louis (STL) pilot report at 2350Z, from a pilot operating a MD-80 jet aircraft reported during climb-out from St. Louis. The pilot reported the sky cover overcast with a base near 2,500 with tops at 5,700 feet, and skies clear above.

Air Traffic Control (ATC) reported at 0022Z that most pilots were reporting tops 12,500 feet. This information was transmitted to the accident aircraft.

9.0 NWS Area Forecast

The NWS Aviation Weather Center located in Kansas City, Missouri issued the Area Forecast (FA) for the Chicago central region at 1841Z, which was valid until 0700Z, and provided the following en route forecast:

In the header of the area forecast a warning advised that AIRMET Sierra for IFR conditions and mountain obscuration was current over parts of the forecast area.

The synopsis section of the area forecast provided a summary of the main synoptic features influencing the area. The forecast indicated that at 1900Z a low pressure center was located over northwestern Arkansas with a cold front extending into Arkansas, Texas, and New Mexico. Another cold front extended to the east of the low across northwestern Tennessee, central Kentucky, and southeastern Ohio. Another weather system was identified as a trough of low pressure was located over eastern North Dakota, to central Nebraska, to western Kansas. A high pressure system was located over northern Wisconsin.

The forecast for southern half of Missouri expected ceilings from 1,000 to 2,000 feet with layered clouds to 25,000 feet. Visibility occasionally restricted to 3 to 5 miles in light rain showers and mist. The outlook from 0700Z through 1300Z expected IFR conditions due to low ceilings and visibility in mist.

10.0 In-Flight Weather Advisories

The NWS AWC located in Kansas City, Missouri issued the following in-flight weather advisories⁴ during the period:

⁴ The NWS issues In-flight weather advisories designed as Severe Weather Forecast Alerts (AWW's), Convective SIGMET's (WST's), SIGMET's (WS's), Center Weather Advisories (CWA's), and AIRMET's (WA's). In-flight weather advisories serve to notify en route pilots of the possible of encountering hazardous flying conditions, which may not have been forecast at the time of the preflight briefing. Whether or not the condition described is potentially hazardous to a particular flight is for the pilot and/or aircraft dispatcher in a FAR Part 121 operation to evaluate on the basis of experience and the operational limits of the aircraft.

AIRMET Sierra (WA) update 7 issued at 1931Z for instrument flight rules (IFR) and valid until 0200Z on October 17, 2000. The AIRMET extended over navigation points from 50 miles east of Iowa City, Iowa (IOW), to Lafayette, Indiana (BVT), to 50 miles east of Pocket City, Indiana (PXV), to Farmington, Missouri (FAM), to 40 miles northwest of Walnut Ridge, Arkansas (ARG), to Razorback, Arkansas (RZC), to 40 miles east of Butler, Missouri (BUM), to St Louis, MO (STL), to 50 miles east of Iowa City, Iowa (IOW). Occasional ceilings below 1,000 feet and visibility below 3 miles in mist. Conditions continuing beyond 0200Z through 0800Z.

AIRMET Zulu update 3 for icing conditions and freezing level data issued at 1931Z and valid until 0200Z on October 17, 2000. The AIRMET extended over portions of Missouri, Illinois, Indiana, and Kentucky. The area was enclosed from Fort Wayne, Indiana (FWA), to Covington, Kentucky (CVG), to Bowling Green, Kentucky (BWG), to 30 miles north of Walnut Ridge, Arkansas (ARG), to Springfield, Missouri (SGF), to 40 miles east of Kansas City, Missouri (MKC), to Fort Wayne, Indiana (FWA). Moderate rime to mixed icing in clouds and in precipitation between 12,000 to 22,000 feet. Conditions moving eastward and ending over Missouri by 0200Z, ending in Illinois between 0600Z and 0800Z, Continuing through 0800Z over Kentucky and Indiana. Elsewhere no significant icing expected outside of convective activity. The freezing level was identified from 4,000 to 8,000 feet north of a line from Dickenson, North Dakota (DIK), to Redwood Falls, Minnesota (RWF), to Dells, Wisconsin (DLL), to Detroit, Michigan (DXO), and from 8,000 to 12,000 feet south of the line.

AIRMET Tango update 3 issued at 1932Z and valid until 0200Z indicated no significant turbulence was expected except in the vicinity of convective activity.

There were no Convective SIGMET's (WST's)⁵, SIGMET's (WS's), Severe Weather Forecast Alerts (AWW's), or Center Weather Advisories (CWA's) current over the states of Missouri and Illinois during the period.

11.0 Center Weather Service Unit Support

The Kansas City Air Route Traffic Control Centers (ZKC) Center Weather Service Unit (CWSU) issued Meteorological Impact Statement (MIS) number 1 at 1609Z and was valid until 0200Z. The MIS advisory was issued for the St Louis (STL) area and indicated that ceilings from 300 to 600 feet with occasional

⁵ Convective SIGMET's are issued in the conterminous U.S. for any of the following: Severe thunderstorm due to surface winds greater than or equal to 50 knots, hail at the surface greater than or equal to 3/4 inches in diameter, tornadoes, Embedded thunderstorms, Line of thunderstorms, Thunderstorms greater than or equal to VIP level 4 affecting 40% or more of an area at least 3000 square miles. Any Convective SIGMET implies severe or greater turbulence, severe icing, and low level wind shear. A Convective SIGMET may be issued for any convective situation, which the forecaster feels, is hazardous to all categories of aircraft.

visibility 2 to 4 miles in mist. Occasional light rain expected after 1600Z. After 2000Z, ceilings from 500 to 1,000 feet with visibility 3 to 5 miles in mist with occasional visibility 1 to 3 miles in light rain and mist. Surface winds from 030 to 080 degrees at 5 to 10 knots.

At 0111Z the ZKC CWSU issued MIS number 2 for the St Louis area expecting ceilings from 600 to 1,100 feet and visibility 2 to 4 miles in light rain and mist improving between 0400Z and 0600Z with ceilings from 1,500 to 2,500 feet with visibilities 5 miles in mist. After 0900Z, occasional ceilings from 500 to 1,000 feet with visibility 2 to 4 miles in mist. Surface wind from 040 to 070 degrees at 5 to 10 knots, becoming between 0300Z to 0500Z winds from 350 to 020 degrees. The Kansas City area expected after 0900Z occasional ceilings between 500 to 1,000 feet and visibility 1 to 2 miles in mist. No updates were scheduled after 0230Z until 1100Z.

12.0 Terminal Aerodrome Forecast

The closest Terminal Aerodrome Forecast or TAF to the accident site was issued for Spirit of St. Louis airport (KSUS) at 2339Z, and was valid from 0000Z to 2400Z on October 17, 2000. Beginning from 0000Z the forecast anticipated wind from 040 degrees at 8 knots, visibility 1 1/2 miles in light drizzle and mist, scattered clouds at 400 feet, ceiling overcast at 900 feet. Temporary condition between 0000Z and 0200Z, visibility 3/4 miles in moderate rain and mist, ceiling overcast at 500 feet. From 0200Z, wind from 030 degrees at 7 knots, visibility 3 miles in mist, ceiling overcast at 1,200 feet. Temporary conditions between 0200Z and 0400Z of visibility 2 miles in light drizzle and mist, ceiling overcast at 600 feet. From 0400Z, wind from 020 degrees at 8 knots, visibility 4 miles in mist, ceiling overcast at 800 feet. From 0600Z, wind from 360 degrees at 6 knots, visibility 5 miles in mist, ceiling overcast at 1,800 feet. From 0900Z, wind from 350 degrees at 4 knots, visibility 3 miles in mist, scattered clouds at 2,000 feet. Temporary conditions between 0900Z and 1300Z, visibility 2 miles in mist, ceiling broken at 700 feet. From 1300Z, wind from 360 degrees at 10 knots, visibility better than 6 miles, scattered clouds at 2,500 feet.

13.0 Pre-Flight Weather Briefing

The pilot Randy Carnahan, contacted the St. Louis Automated Flight Service Station (AFSS) between 2304Z and 2334Z on October 16, 2000, to obtain a preflight weather briefing. The transcript of that briefing is included as attachment 11.

14.0 Astronomical Data

Astronomical data was obtained from the U.S. Naval Observatory located in Washington, D.C. and centered on St. Louis, Missouri for October 16, 2000. The altitude and azimuth of the Sun and Moon was taken at 0030Z.

Sunset: 18:21 CDT (2321Z)
End of civil twilight: 18:48 CDT (2348Z)
Moonrise: 20:14 CDT (0114Z)
True bearing of the Moon: 61.5
Altitude of the Moon: -5.2 degrees below the horizon
Percent illumination of Moon: 84 percent



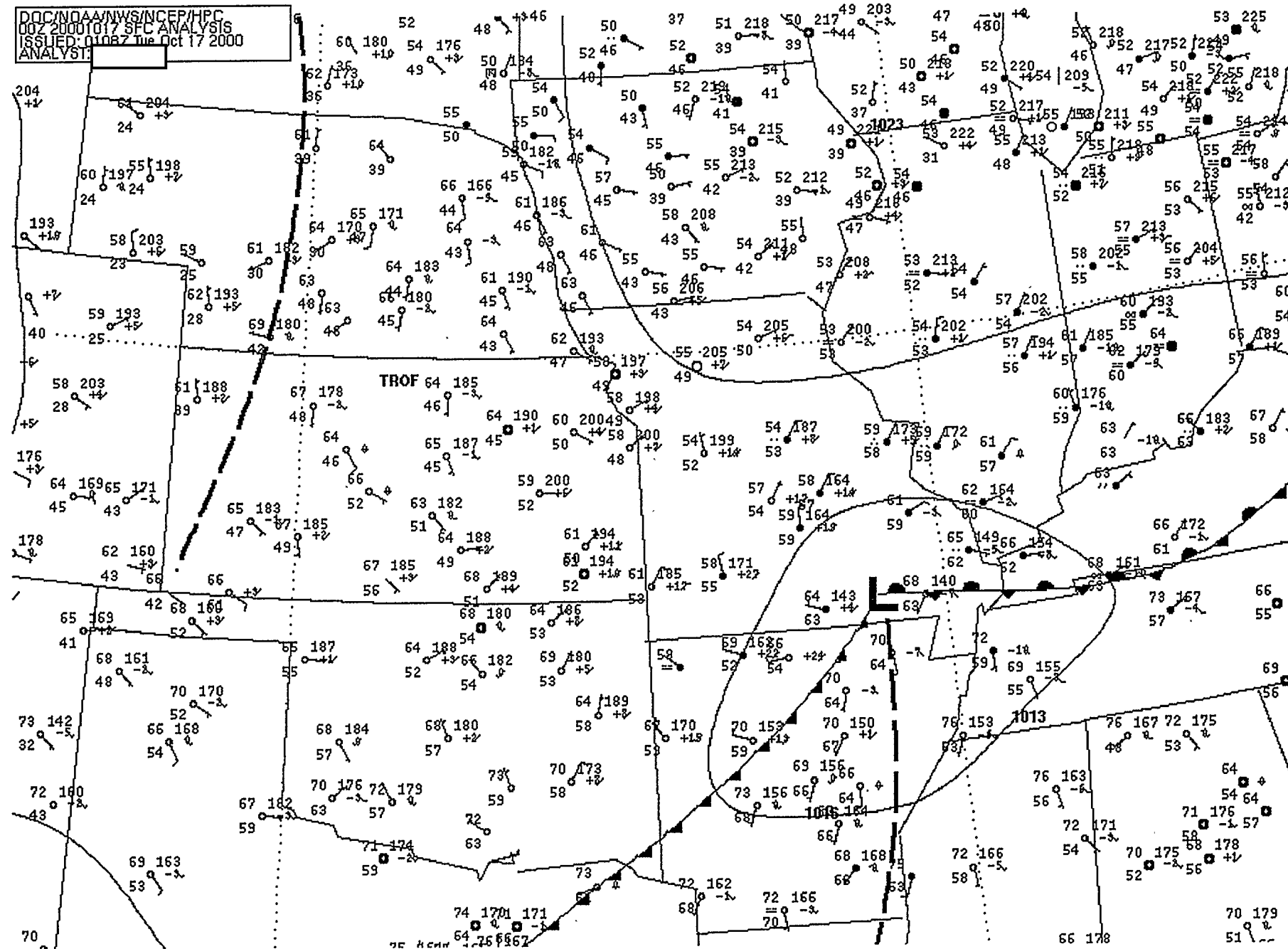
NTSB Meteorologist Specialist

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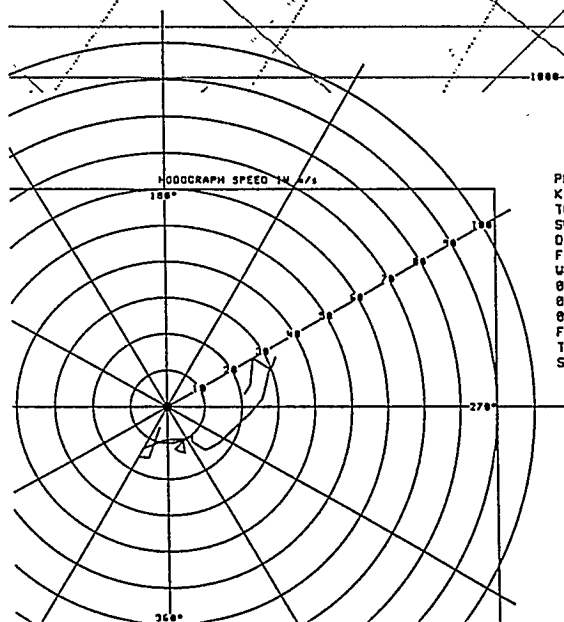
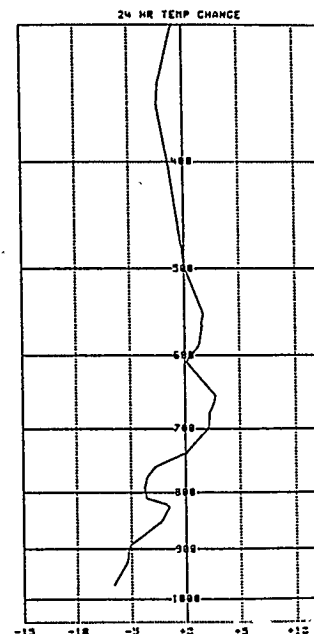
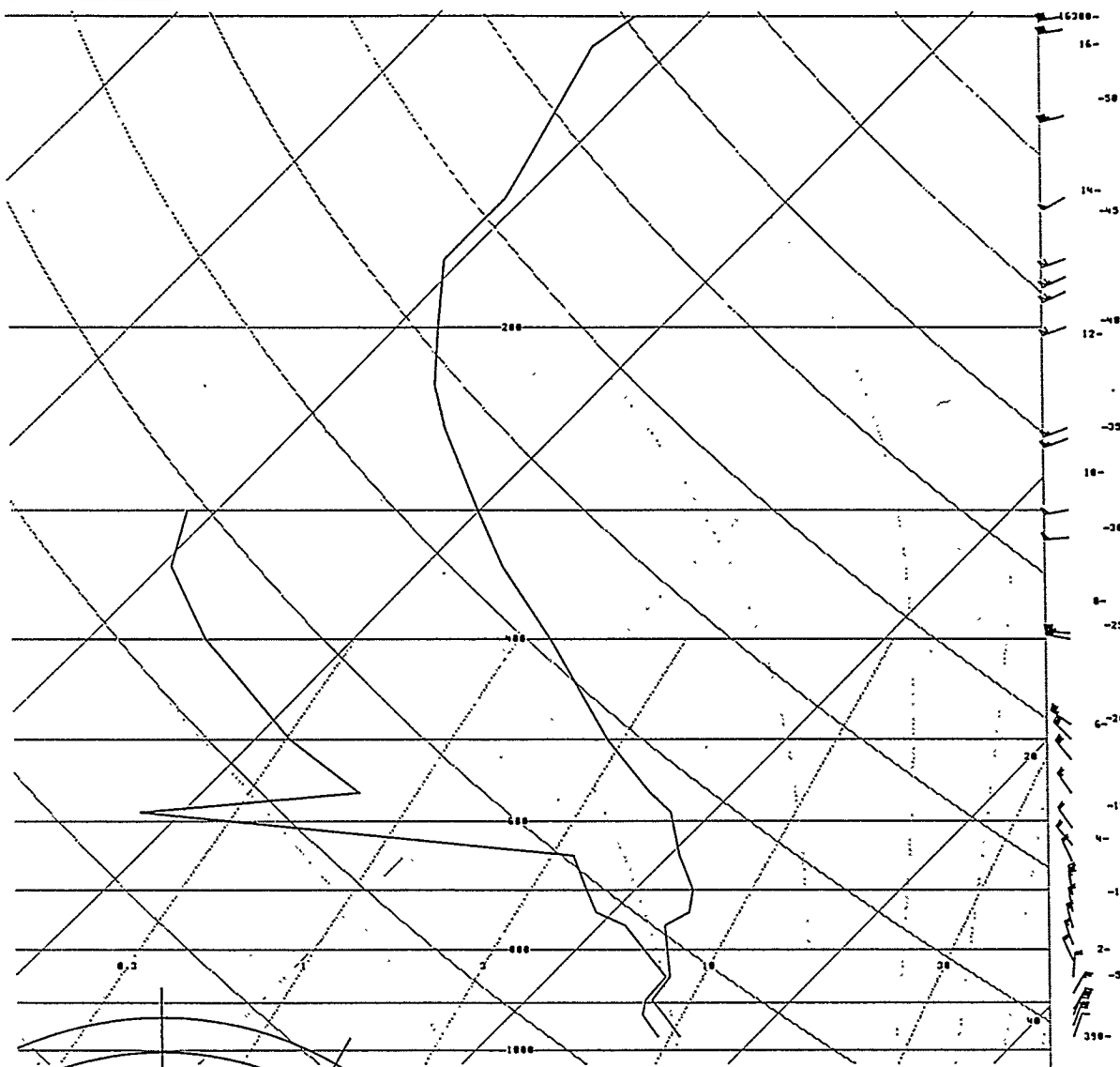


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DOC/NOAA/NWS/NCEP/HPC
002 20001017 SFC ANALYSIS
ISSUED: 0108Z Tue Oct 17 2000
ANALYST: [REDACTED]



ATTACHMENT 1



PRECIP WATER= 0.91 in
 K-INDEX= 23
 TOTALS INDEX= 45
 SWEAT INDEX= 172
 DRY MICROBURST POT=1: GST < 38 kts
 FREEZING LEVEL= 12654 ft ASL
 WET-BULB ZERO HGT= 18687 ft ASL
 0-6 KM AVG WIND= 338°/22 kts
 0-3 KM STM MOTION= 327°/13 kts
 0-3 KM STM REL HELICITY= -18 m²/s²
 FORECAST MAX TEMP=NA
 TRIGGER TEMP= 18°C/64°F
 SOARING INDEX=NA

-PARCEL- T-SFC1d=SFC
 INIT PARCEL P= 971 mb
 INIT PARCEL T/Td= 57/54°F/14/12°C
 CONVECTIVE TEMP= 68°F
 LIFTED INDEX= 4.3
 CCL= 2337 ft ASL/ 934 mb
 LCL= 1927 ft ASL/ 948 mb
 LFC= 2878 ft ASL/ 916 mb
 MAX HAILSIZE= 0.8 cm/0.8 in
 MAX VERTICAL VELOCITY= 2 m/s
 EQUIL LEVEL= 3854 ft ASL/884 mb
 APPROX CLOUD TP= 4757 ft ASL
 POSITIVE ENERGY ABV LFC= 2 J/KG
 NEGATIVE ENERGY BLW LFC= -5 J/KG
 BULK RICHARDSON NUMBER=NONE

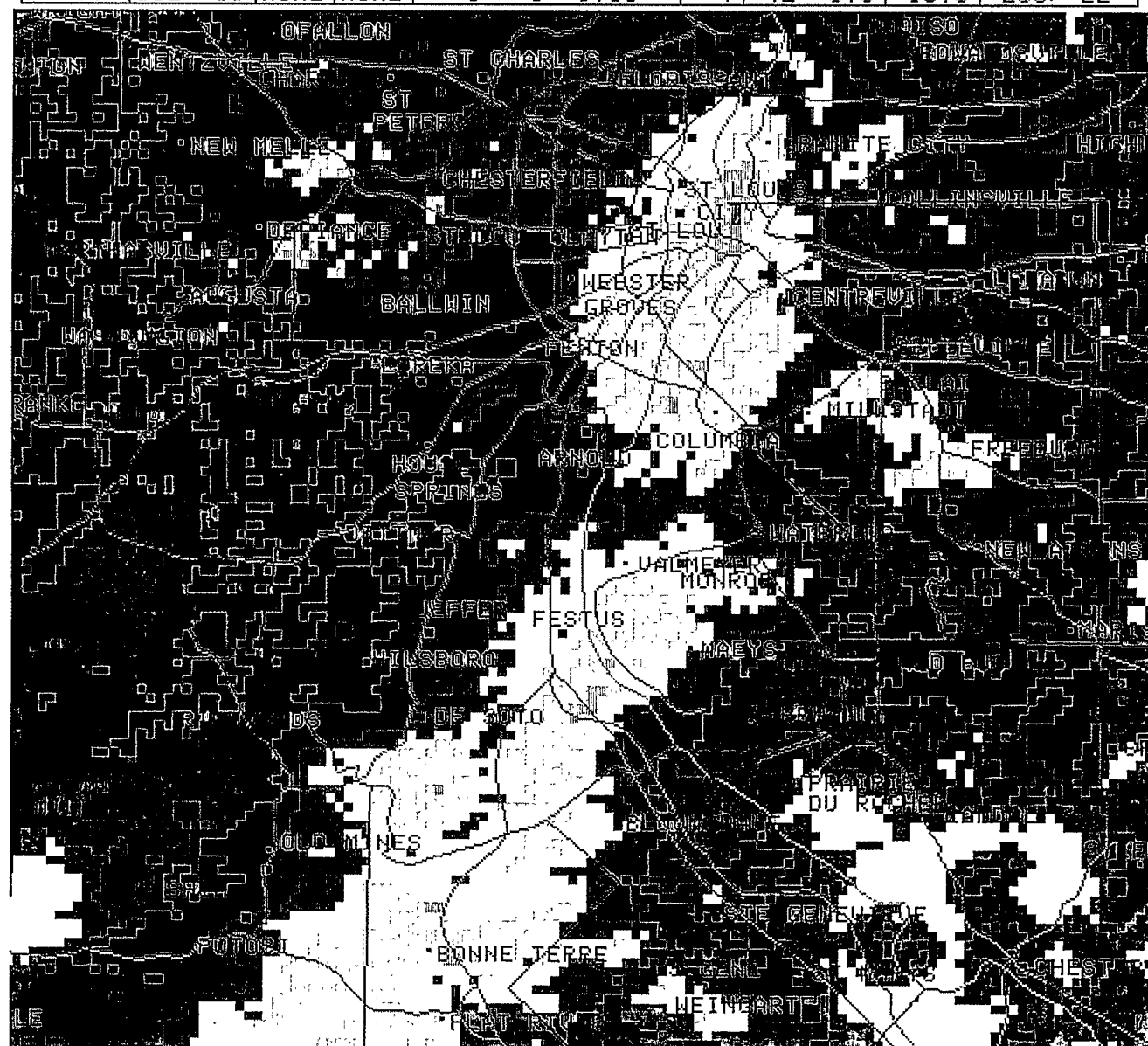
ATTACHMENT 2

KSGF SkewT Tue 00:00Z 17-Oct-00

STM ID	AZ/RAN	TVS	MESO	POSH/POH/MX SIZE	VIL	DBZM	HT	TOP	FCST	MVMT
Y7	196/100	NONE	NONE	0/ 20/ <0.50	17	51	12.3	23.4	271/	23
R4	195/ 86	NONE	NONE	0/ 0/ 0.00	12	50	9.9	18.8	302/	18
S3	192/ 68	NONE	NONE	0/ 0/ 0.00	7	47	6.8	14.3	302/	15
S8	182/ 66	NONE	NONE	0/ 0/ 0.00	4	42	6.6	13.6	280/	22

10/17/00 18:56
 CMP REF 37 CR
 124 NM .54 NM RES
 10/17/00 00:25
 RDA:KLSX 38/41/56N
 721 FT 90/40/58W

MODE A / 21
 CNTR 145DEG 26NM
 MAX= 52 DBZ



ND DBZ
 5
 10
 15
 20
 25
 30
 35
 40
 45
 50
 55
 60
 65
 70
 75

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 OVL: M AT
 OVL U/A: ST TV

A/R (RDA)

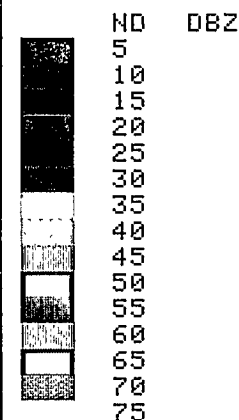
Q15 R 1848 R
 PROD RCUO: R RPS
 KLSX 1848 .54 3.5
 17/1848 DELTA SYS
 CAL = 1.00 DBZ
 HARDCOPY

PRODUCT ON

STM ID	AZ/RAN	TVS	MESO	POSH/POH/MX SIZE	VIL	DBZM	HT	TOP	FCST MUMT
Y7	194/101	NONE	NONE	0/ 20/ <0.50	16	51	12.5	23.4	280/ 23
R4	193/ 85	NONE	NONE	0/ 0/ 0.00	12	50	9.7	18.5	305/ 18
S3	190/ 68	NONE	NONE	0/ 0/ 0.00	7	48	6.8	14.2	296/ 15
G1	123/ 82	NONE	NONE	0/ 0/ 0.00	8	48	9.0	17.9	NEW

10/17/00 18:48
CMP REF 37 CR
124 NM .54 NM RES
10/17/00 00:31
RDA:KLSX 38/41/56N
721 FT 90/40/58W

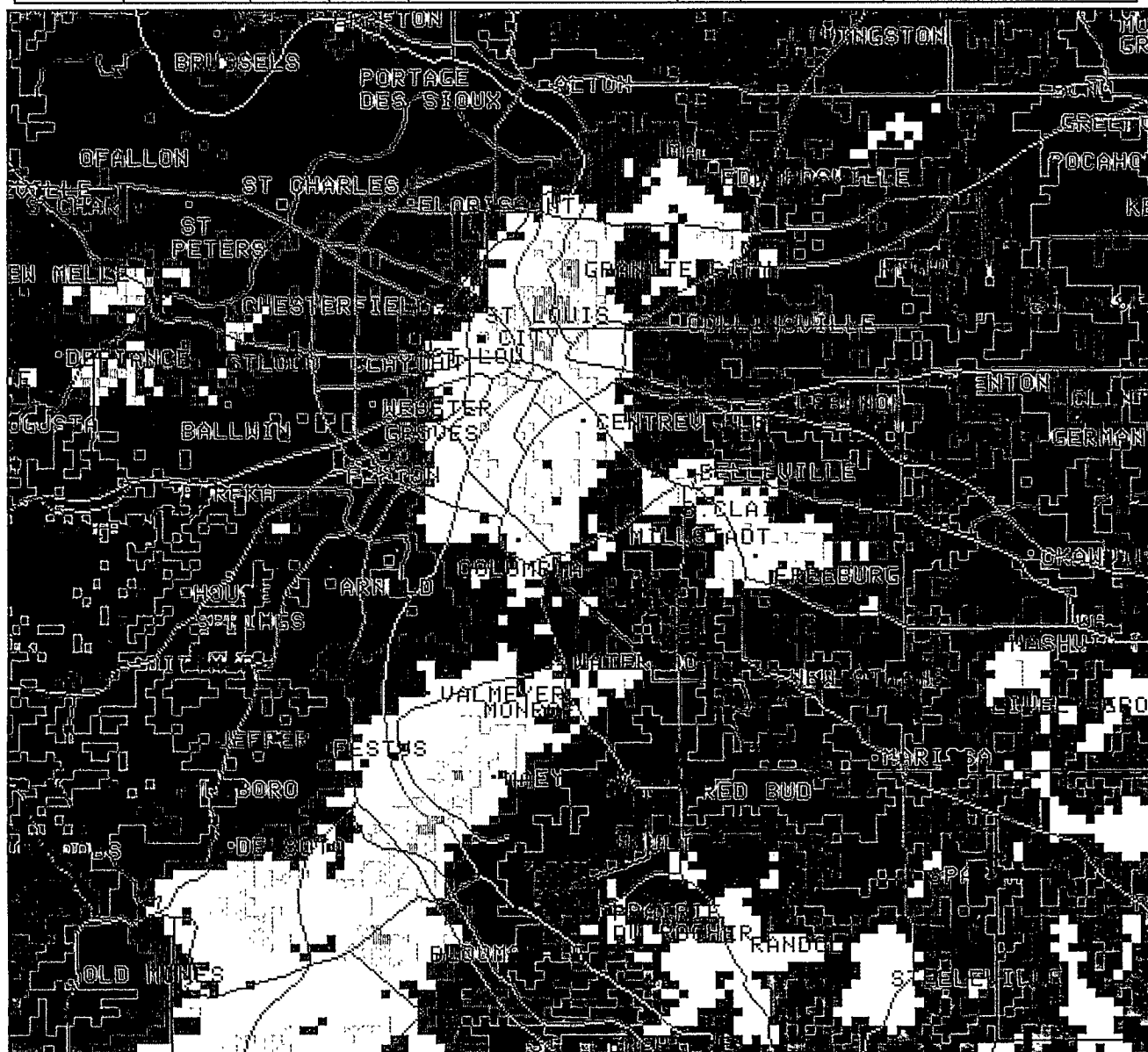
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MODE A / 21
CNTR 118DEG 30NM
MAX= 52 DBZ
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MAG=4X FL= 1 COM=1
OVL: M AT
OVL U/A:ST TV

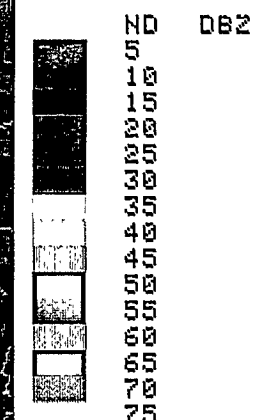
A/R (RDA)

Q15 V 1839 R
PROD RCVD: UAD RPS
KLSX 1839
17/1848 DELTA SYS
CAL = 1.00 DBZ
HARDCOPY





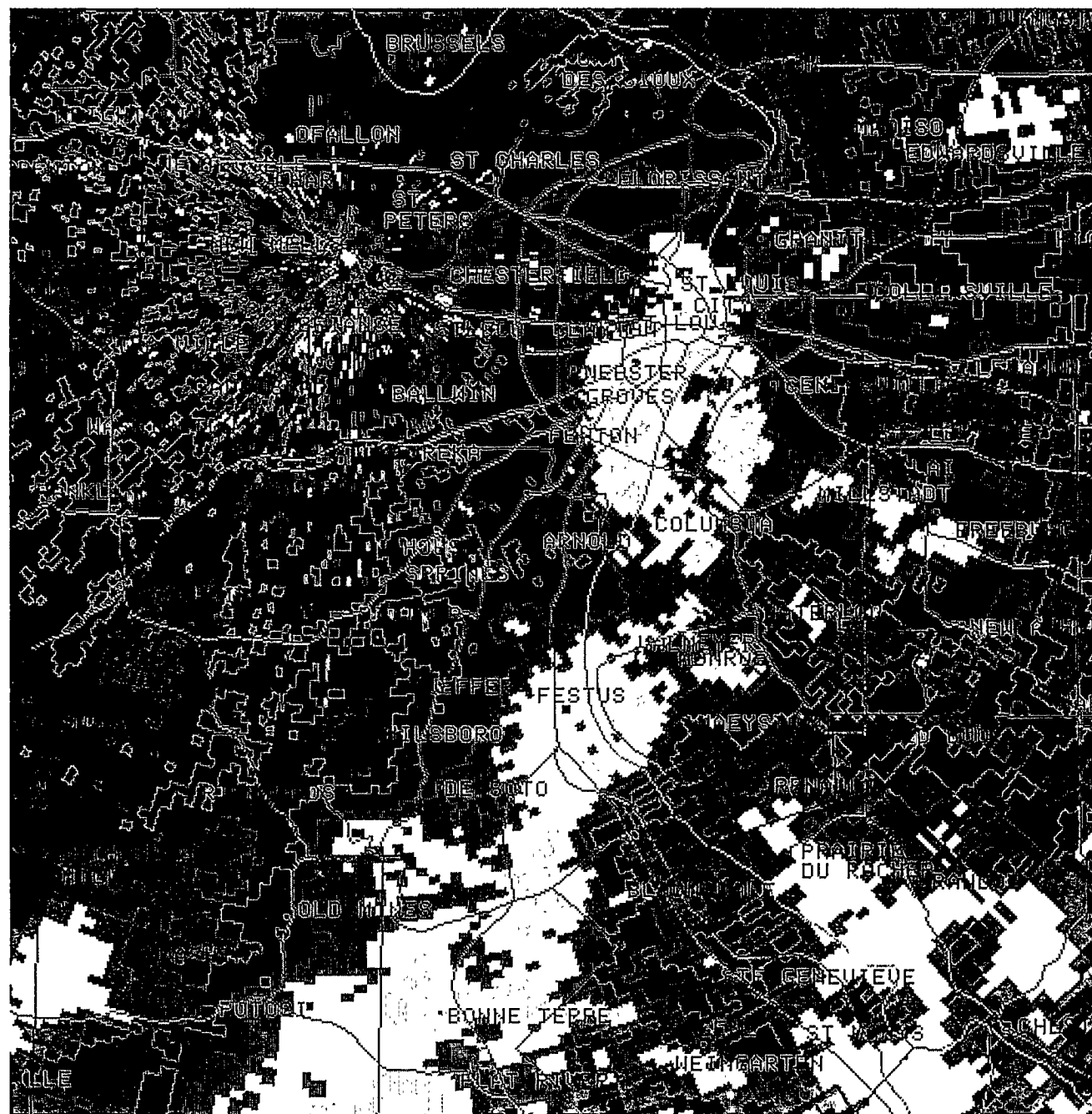
10/17/00 19.14
 BASE REF 19 R
 124 NM .54 NM RES
 10/17/00 00:19
 RDA: KLSX 38/41/56N
 721 FT 90/40/58W
 ELEV= 0.5 DEG
 MODE A / 21
 CNTR 150DEG 26NM
 MAX= 53 DBZ



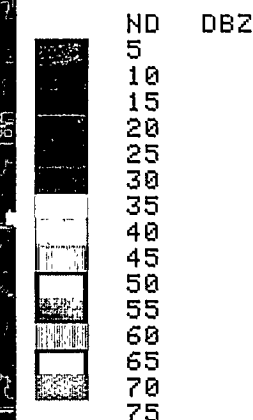
MAG=4X FL= 1 COM=1

A/R (RDA)

Q15 R 1908 R
 PROD RCVD: V RPS
 KLSX 1908 .13 1.5
 17/1858 DELTA SYS
 CAL = 1.25 DBZ
 HARDCOPY



10/17/00 19:11
 BASE REF 19 R
 124 NM .54 NM RES
 10/17/00 00:25
 RDA: KLSX 38/41/56N
 721 FT 90/40/58W
 ELEV= 0.5 DEG
 MODE A / 21
 CNTR 150DEG 26NM
 MAX= 52 DBZ

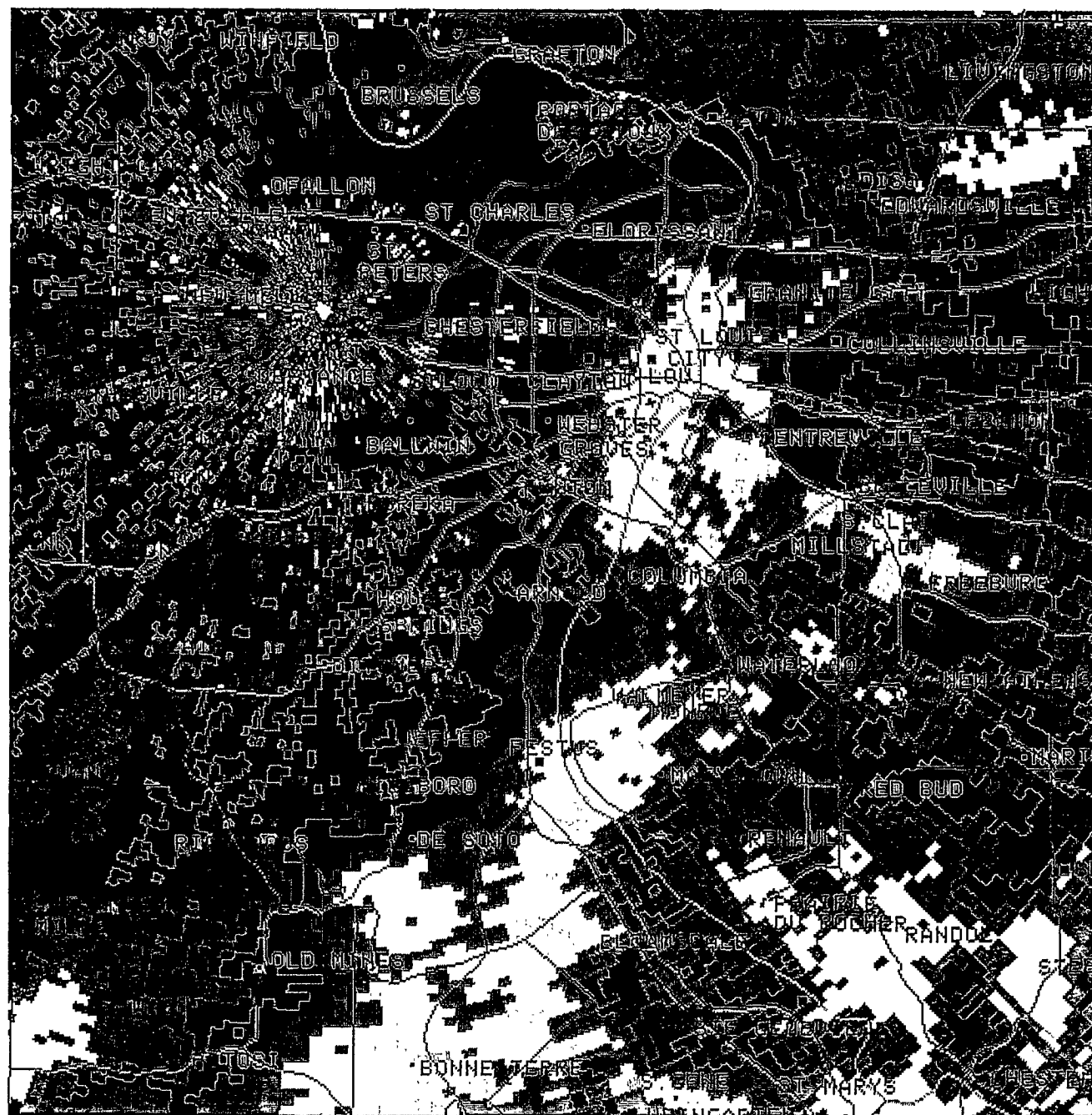


MAG=4X FL= 1 COM=1

A/R (RDA)

Q15 V 1858 R
 PROD RCVD: V RPS
 KLSX 1908 .27 0.5
 17/1858 DELTA SYS
 CAL = 1.25 DBZ
 HARDCOPY

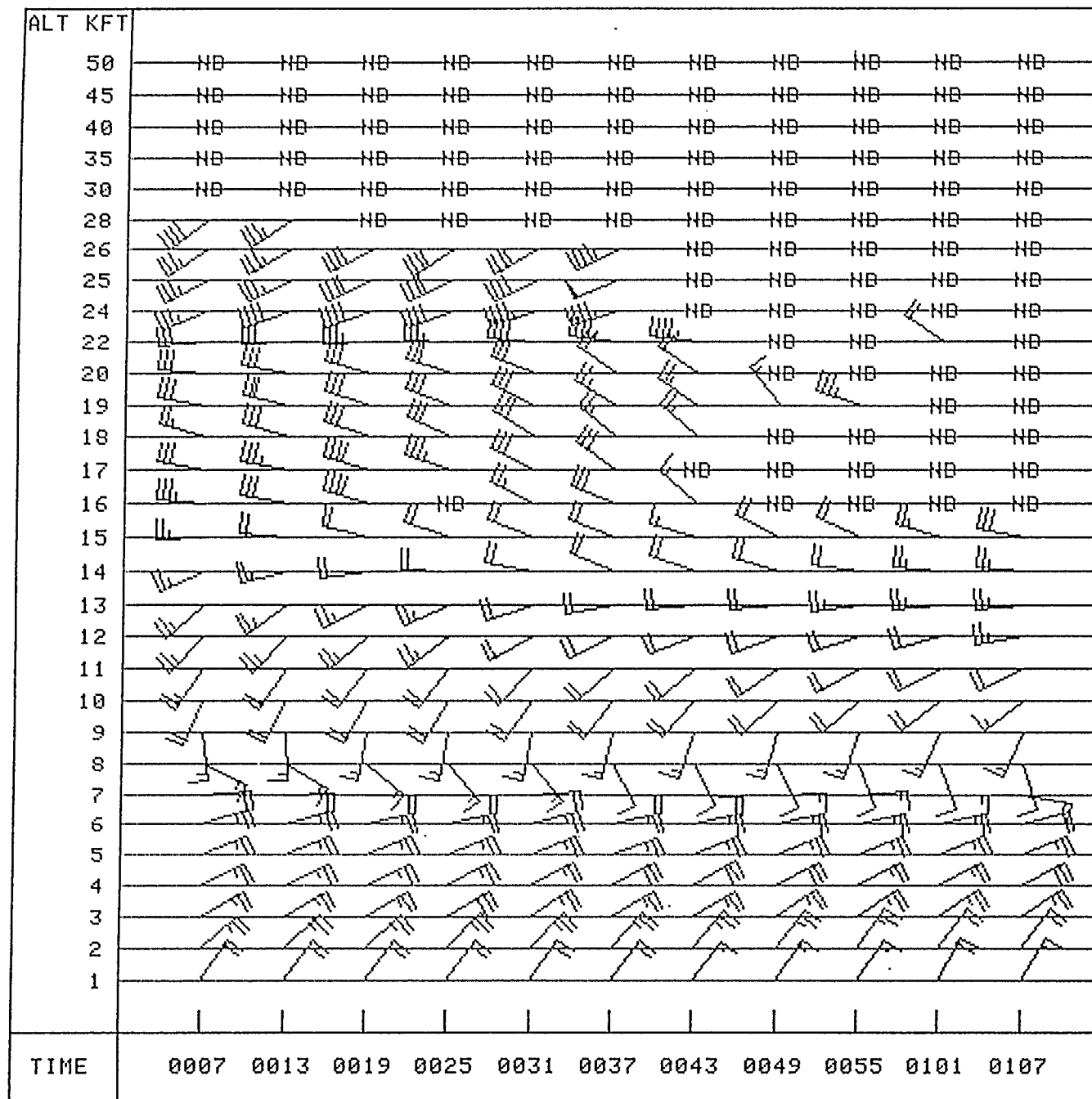
PRODUCT UN



10/17/00 18:53
 BASE REF 19 R
 124 NM .54 NM RES
 10/17/00 00:31
 RDA: KLSX 38/41/56N
 721 FT 90/40/58W
 ELEV= 0.5 DEG
 MODE A / 21
 CNTR 142DEG 24NM
 MAX= 52 DBZ

ND DBZ
 5
 10
 15
 20
 25
 30
 35
 40
 45
 50
 55
 60
 65
 70
 75
 MAG=4X FL= 1 COM=1

A/R (RDA)
 Q15 V 1839 R
 PROD RCVD: R RPS
 KLSX 1848 1.1 1.5
 17/1848 DELTA SYS
 CAL = 1.00 DBZ
 HARDCOPY
 PRODUCT ON



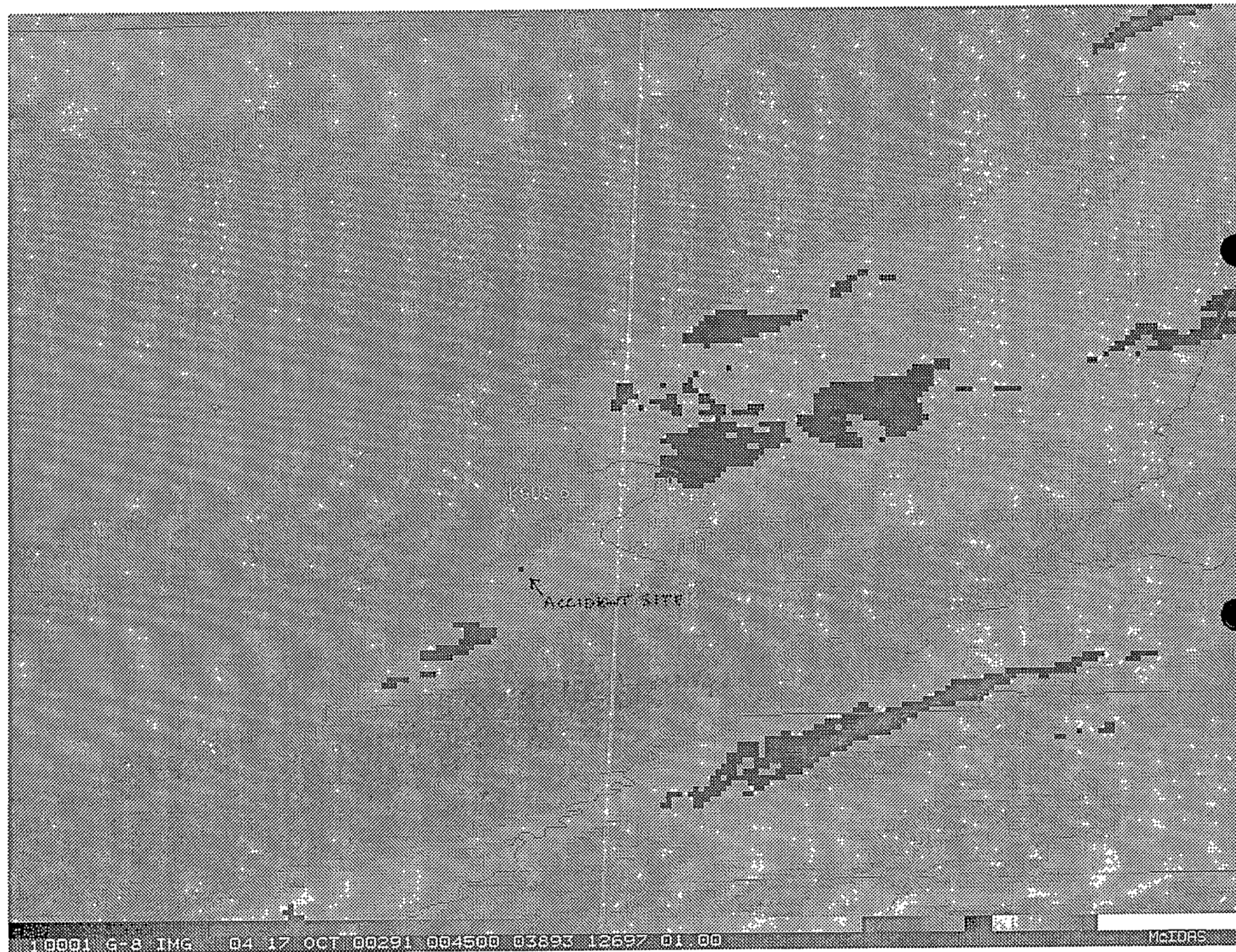
10/17/00 02:16
 VAD WIND PROFILE
 48 UWP
 10/17/00 01:07
 RDA: KLSX 38/41/56N
 721 FT 90/40/58W

MODE A / 21
 MAX=281 DEG 31 KT
 ALT: 15000 FT

0 KT RMS
 4
 8
 12
 16

FL= 1 COM=1

A/R (RDA)
 Q15 SRM 0211 R
 PROD RCVD: R RPS
 KLSX-0217 1.1 0.5
 17/0217 DELTA SYS
 CAL = 1.25 DBZ
 HARDCOPY



10001 G-8 IMG 04 17 OCT 00291 004500 03893 12697 01 00

MCIDAS

GOES-8
ATTACHMENT 9

ASUS63 KLSX 171429

RTPSTL

MORNING TEMPERATURE AND PRECIPITATION SUMMARY

NATIONAL WEATHER SERVICE ST LOUIS MO

930 AM CDT TUE OCT 17 2000

VALUES REPRESENT YESTERDAY'S HIGHS....LOW OVER THE LAST 12 HOURS
AND PRECIPITATION OVER THE LAST 24 HOURS ENDING AT 7 AM

.BR STL 1017 C DH01/TX/DH07/TAIRZP/PP/SF/SD

:MISSOURI/ILLINOIS -- TEMPERATURE AND PRECIPITATION STATIONS

```

:.....
:      STATION          MAX / MIN / 24-HR / SNOW / SNOW
:      NAME            TEMP/ TEMP / PRECIP / FALL / DEPTH
:.....
:

```

```

CPS : CAHOKIA           : 62 / 52 / 1.37 / /
COU : COLUMBIA          : 60 / 49 / 0.13 / /
FAM : FARMINGTON        : 61 / 55 / 1.28 / /
JEF : JEFFERSON CITY    : 61 / 51 / 0.58 / /
UIN : QUINCY            : 56 / 45 / 0.20 / /
SUS : CHESTERFIELD      : 62 / 52 / 0.94 / /
SET : ST CHARLES        : 63 / 51 / 0.21 / /
STL : ST LOUIS          : 62 / 52 / 0.60 / /
:

```

.END

.BR STL 1017 C DH07/TX/TN/PP/SF/SD

:COOPERATIVE OBSERVATIONS

:VALUES ARE FOR THE PREVIOUS 24 HOURS ENDING AT 7 AM

:

:IN NORTHEAST MISSOURI...

:

```

CANM7: CANTON L/D20      : / / 0.08 / /
CNDM7: CANNON DAM        : / / 0.30 / /
HNNM7: HANNIBAL MO       : 55 / 46 / 0.38 / /
LUSM7: LOUISIANA         : / / 0.09 / /
MADM7: MADISON           : / / 0.41 / /
NVTM7: NOVELTY 1E        : / / 0.08 / /
PMYM7: PALMYRA           : / / 0.26 / /
PRSM7: PARIS             : / / 0.28 / /
SVRM7: SAVERTON L/D      : / / 0.14 / /
SLBM7: SHELBYNA          : / / 0.14 / /
TAYM7: TAYLOR 5SW        : / / 0.10 / /
VNDM7: VANDALIA          : / / 0.08 / /
:

```

:IN CENTRAL MISSOURI...

:

```

CALM7: CALIFORNIA        : 58 / 48 / 0.57 / /
FREM7: FREEDOM           : / / 1.14 / /
FTNM7: FULTON            : 59 / 48 / 0.14 / /
JWPM7: JEFFERSON CITY    : 60 / 50 / 0.67 / /
MEXM7: MEXICO            : / / 0.09 / /
:

```

:EAST CENTRAL MISSOURI...

:

```

DSOM7: DE SOTO           : / / 1.71 / /
FARM7: FARMINGTON        : / / 1.41 / /
HRNM7: HERMANN           : / / 0.43 / /
PTSM7: POTOSI 5SW        : 60 / 53 / 1.90 / /
RSEM7: ROSEBUD           : 59 / 51 / 1.20 / /
WHGM7: WASHINGTON         : / / 1.18 / /
:

```

:FROM OUR ST. LOUIS METRONET...

:

```

HVSM7: HARVESTER II MO   : / / 0.60 / /
WNTM7: WENTZVILLE MO   : / / 0.30 / /
BCHM7: BOSCHERTOWN       : / / 0.56 / /
SPM7: ST CHARLES MO      : / / 0.55 / /
SCHM7: ST CHARLES ELM PT : / / 0.44 / /
STCM7: ST CHARLES 7SSW   : / / 0.98 / /
OFNM7: O FALLON MO       : / / 0.39 / /
OMNM7: OLD MONROE MO     : / / 0.13 / /
VLLM7: VALLEY PARK MO    : / / 1.40 / /

```

```

LSX:      WELDON SPRING NWS      : 51 / 51 / 0.89 / /
WDSM7:    WELDON SPRING 1N       : / / / 0.73 / /
HTVM7:    HARVESTER III MO      : / / / 0.60 / /
DRDM7:    DARDENNE PRAIRIE      : / / / 0.59 / /
LSTM7:    LAKE ST LOUIS         : / / / 0.37 / /
FSTM7:    FORISTELL             : / / / 0.33 / /
:
:SOUTHEAST MISSOURI...
:
ARCM7:    ARCADIA 3N            : 62 / 54 / 2.52 / /
ELLM7:    ELLINGTON             : / / / 1.00 / /
FRDM7:    FREDERICKTOWN         : 64 / 56 / 1.63 / /
SLLM7:    SULLIVAN 3SE          : / / / 1.50 / /
OATM7:    OATES                 : / / / 1.94 / /
RYNM7:    REYNOLDS              : / / / 1.54 / /
:
:WEST CENTRAL ILLINOIS...
:
GGGI2:    GRIGGSVILLE         : / / / 0.27 / /
GDNI2:    GOLDEN                : / / / 0.14 / /
PAYI2:    PAYSON                : / / / 0.27 / /
PEYI2:    PERRY 6NW             : 57 / 46 / 0.16 / /
PTTI2:    PITTSFIELD           : / / / 0.10 / /
UIN :     QUINCY                : / / / 0.20 / /
QLDI2:    QUINCY L/D 21         : / / / 0.14 / /
:
:CENTRAL ILLINOIS...
:
KNMI2:    KIMMUNDY              : / / / 1.05 / /
PTKI2:    PATOKA                : / / / 0.92 / /
LCFI2:    LITCHFIELD           : / / / 0.24 / /
RAMI2:    RAMSEY                : 59 / 53 / 0.24 / /
SLOI2:    SALEM IL              : 61 / 56 / 0.90 / /
:
:SOUTHWEST ILLINOIS...
:
ALNI2:    MELVIN PRICE          : / / / 0.63 / /
CAYI2:    CARLYLE               : 60 / 53 / 1.34 / /
CNTI2:    CENTRALIA            : / / / 0.92 / /
CHSI2:    CHESTER               : / / / 0.55 / /
EDWI2:    EDWARDSVILLE 2W     : / / / 0.60 / /
GNFI2:    GREENFIELD           : / / / 0.09 / /
GRVI2:    GREENVILLE 2NE      : / / / 0.43 / /
HGH12:    HIGHLAND              : / / / 1.18 / /
IUKI2:    IUKA 12SW            : 61 / 54 / 0.93 / /
KNLI2:    KASKASKIA L/D        : / / / 0.78 / /
LBN12:    LEBANON IL           : 61 / 52 / 1.40 / /
MTOI2:    MOUNT OLIVE 1E       : / / / 0.29 / /
NSHI2:    NASHVILLE 4NE       : / / / 0.65 / /
NAHI2:    NEW ATHENS           : / / / 0.77 / /
NOKI2:    NOKOMIS              : / / / 0.00 / /
REDI2:    RED BUD              : / / / 0.82 / /
SPRI2:    SPARTA 1W           : / / / 0.90 / /
WHLI2:    WHITE HALL 1E        : / / / 0.10 / /

```


RESERVED 24HR PRECIP
AL D 12Z TUE 17 OCT 2000
IP 12/CMC/9G.21



Daily Precipitation Tue 12:00Z 17 Oct 00



U.S. Department
of Transportation

Federal Aviation
Administration

Memorandum

Subject: **INFORMATION: DRAFT Transcript; Aircraft**
Accident N8354N; Hillsboro, MO; October 16, 2000;
0032 UTC

Date: October 19, 2000

From: St. Louis AFSS

Reply to
Attn. of:

To: T75-TRACON-002

This transcription covers the St. Louis AFSS Preflight 2 for the time period from October 16, 2000, 23:04 UTC to October 16, 2000, 23:34 UTC.

Agencies Making Transmissions

St. Louis AFSS Preflight 2
N8354N

Abbreviations

PF2
N8354N

2304

2305

2306

2307

2308

2309

2310

2311

2311:13 PF2 saint louis flight service

2311:16 N8354N i'm the pilot of twin cessna eight three five four november called earlier and got a briefing for a flight from saint louis downtown to new madrid e i w and over to jefferson city

2311:27 PF2 yeah I know I know I know (chuckles) how you

2311:31 N8354N usually go

2311:34 PF2 yeah well i didn't know you you don't usually run off to new madrid but uh you go to jeff city

2311:39	N8354N	yep pretty regular
2311:41	PF2	yeah
2311:42	N8354N	anyway need an update an get the flight plan on file
2311:46	PF2	umm lemme see here that was eight three five four november and this is mister carnahan junior well its maybe not junior but its mister carnahan uh lets see its alright uh lemme see here you're you're you're at where again now
2312:17	N8354N	parks
2312:18	PF2	parks and you're goin to new madrid uh e i w i think
2312:23	N8354N	i think that's right
2312:24	PF2	and that's probably about fifty minutes and maybe an hour what do you think
2312:32	N8354N	probably about an hour tonight
2312:34	PF2	okay uh how much fuel you hangin on to right now
2312:39	N8354N	uh we're gonna have about four and a half hours
2312:41	PF2	okay that was five three seven something
2312:46	N8354N	five seven three

2312:47	PF2	oh-okay (laughter)
2312:50	N8354N	three six four four two six seven
2312:54	PF2	and
2312:55	N8354N	with uniform bravo x-ray
2312:57	PF2	and its white and maroon right
2313:00	N8354N	right and there'll be three of us tonight
2313:03	PF2	okay yeah i'm not that psychic (laughter)
2313:06	N8354N	(laughter)
2313:10	PF2	okay lets see goin down to new madrid uh got the low pressure sneakin up on new madrid its out there probably around flippin stationary system over there to about uh staniford or at least the portion that affects you moisture rotates over the top and above twelve thousand uh got a chance of icing in there moderate rime or mixed um and the current observation at parks the winds zero one zero at niner visibility two er rain mist six hundred broken one thousand broken two thousand five hundred overcast temperature one five dew point one four and for uh just a guess dyersburg
2314:05	N8354N	yeah
2314:06	PF2	yeah
2314:07	N8354N	cape dyersburg somewhere in between

Page 4 of 11

2314:09	PF2	okay well the dyersburg and then uh what a blytheville they're runnin five to six thousand overcast on the average ten miles and the winds uh the winds are fastest at uh uh blytheville two thirty at three poplar bluff runnin uh twenty seven hundred overcast and cape four thousand seven hundred broken but they're down to five in mist but they should be they're just on the north side of the front there are a thunderstorm and its uh located about lets see if i can find where its located exactly well uh fifteen southeast of a cape girardeau tracking northeast bout two and
2315:04	N8354N	*(whats) that now
2315:05	PF2	fifteen southeast of cape girardeau tracking northeast
2315:10	N8354N	that's uh the center of the low
2315:12	PF2	no that's a thunderstorm
2315:14	N8354N	oh a thunderstorm fifteen northeast
2315:17	PF2	fifteen southeast
2315:18	N8354N	southeast
2315:19	PF2	of cape girardeau moving northeast about two in diameter but it is the lone thunderstorm (chuckles)
2315:30	N8354N	okay
2315:31	PF2	there are some thunderstorms that don't um have anything to do with that group ah in a line running from about cuba down towards flippin about five wide but that's not important right now its not where you were going first you were going to ah e-i-w you're doin that pretty soon right

2315:53	N8354N	about six thirty this evening
2315:54	PF2	okay lets see here so um for a forecast well
2316:20	PF2	if all else fails try for the route forecast i didn't like any of those (chuckle) like like to sound like its a legitimate forecast instead of i'm repeatin somethin harrisburg two thousand five hundred scattered ah second layer um around seven thousand broken chance of visibilities three to five in the rain shower if that occurs ceilings between uh two thousand and three thousand surface winds
2317:13	PF2	like em ah southeasterly less than eight knots correc yeah southeasterly less than eight knots for a south of the front and um that oughta be good until lets use ah zero three hundred zulu for that particular portion of the route winds aloft duh six seven thousand sumethin like that
2317:45	N8354N	three and six thousand are fine
2317:47	PF2	saint louis uh zero five zero at one zero for three thousand six thousand light and variable for three thousand down in the new madrid area uh light and variable six thousand two zero zero at one two for um notice to airmen i don't see any uh new madrid notice to airmen lemme look a before i say there's no local notams for it
2318:27	PF2	yeah I'll say no local notams for it and uh course pilot reports are requested on that route now i mentioned the thunderstorm group uh from cuba over towards that thar place called uh
2318:42	N8354N	flippin
2318:43	PF2	flippin
2318:44	N8354N	mmm huh

2318:45	PF2	um and uh that's fairly broken coverage cause uh you'll be leavin new madrid about what time
2318:53	N8354N	probably about nine o clock tonight
2318:56	PF2	nine o clock tonight
2319:01	PF2	well the prog thinks that they can still have thunderstorms in there but with maybe some moderate turbulence developing after ah zero zero z between uh five thousand and flight level one niner zero just cause of the rotation of the ah low pressure and for um jeff city ah not that that has anything to do with tonight but right now variable at four knots visibility niner a few at four thousand three hundred five thousand five hundred scattered seven thousand overcast temperatures one six forecast for jefferson city
2319:56	PF2	well
2320:00	PF2	kinda like ah looks like about three thousand scattered uh when its not rainin (chuckle) and a of if rain occurs lets make it uh lets call the wind zero three zero at eight and visibilities three to five in mist or drizzle rain and mist and um possible ceilings between one and two thousand the terminal for um columbia is not as a cheerful about the idea as the route forecast and the area forecast they say wind zero three zero at eight five and mist two thousand overcast uh in other words they don't believe its ever gonna be three thousand scattered and um temporarily three in drizzle and mist and a thousand overcast through zero nine hundred zulu bu but um I forgot about getting you a terminal for cape girardeau for a so that you you needed an alternate for new madrid and cape cape girardeaus sayin zero five zero at five six in light rain showers mist three thousand overcast and the wind uh and becoming between zero three and zero four z wind zero three zero at five visibilities three in light rain showers and mist and two thousand five hundred overcast through zero eight hundred zulu so a just for fun what is columbia right now oh they are in good shape to they not any they are not near as bad as forecast except for the visibility wind zero one zero at uh one three three and mist few at eight hundred eight thousand overcast temperatures thirteen dew point twelve so uh there there visibility is not as good as they said and they're cloud cover is a lot better (laughter)
2322:34	N8354N	trade off

2322:35	PF2	well three thousand up at ta columbia zero six zero at one two and six thousand light and variable um for cape girardeau case you end up using as an alternate for any reason
2322:58	N8354N	mmm hmm
2322:59	PF2	i l s one zero um a d f required okay well alright and um i guess no briefing is complete with out saying gee whiz pilot report are requested did you want ah capes weather ah current weather for alternate also my as well throw it in there ah zero its automated zero niner zero at four five and mist four thousand seven hundred broken five thousand five hundred overcast temperature nineteen dewpoint seventeen and um if those thunderstorms for some reason are still out there tonight
2323:40	N8354N	mmm hmm
2323:41	PF2	its just pretty easy to ah go ahead and uh oh just be about thirty south of flippin take a right and go right up the back side of em in other words you don't have to penetrate em goin to jeff city if they
2323:57	N8354N	how wide are they
2323:58	PF2	bout five wide
2324:00	N8354N	kay
2324:02	PF2	and uh oh did ya did ya wanna on this one goin down did ya wanna file uh say like an altitude
2324:14	N8354N	yep give me five ehh give me seven thousand

Page 8 of 11

2324:17	PF2	seven thousand okay okay i got off at ah i gotcha ya goin ah out of ah parks at ah zero one one five ah no you said at thirty just six more minutes right
2324:31	N8354N	eh you better make it bout a quarter til
2324:34	PF2	okay
2324:34	N8354N	be a lil longer
2324:35	PF2	well its good for two hours ah and then you going to ah e i w ah did you want to go direct or did you want to file any other routing
2324:46	N8354N	ah we'll go dierect
2324:49	PF2	okay let see got one hour four thirty we've got all the rest of the information and it's a there is an individual that filed your airplane in here the other day as a november three thirty five (laughter)
2325:04	N8354N	(grunt)
2325:06	PF2	what you do tell her it was an n model (laughter)
2325:08	N8354N	i don't know every body ah everybody gets that thing wrong i don't know what it is
2325:13	PF2	well ah yeah north american three thirty five give me a break
2325:17	N8354N	(chuckles)
2325:17	PF2	what the say uh let see ah did you want to file file the the one off of early

Page 9 of 11

2325:24	N8354N	yes
2325:25	PF2	uh okay nine i don't know what time nine is lemme see seven zero z thats three
2325:29	N8354N	four
2325:30	PF2	wait a minute I'm gonna figure it out (laughter) seven zero two z
2325:34	N8354N	zero two z
2325:35	PF2	(laughter) okay (laughter) eight thousand or six thousand
2325:40	N8354N	six
2325:41	PF2	how did you wanna get there
2325:43	N8354N	direct
2325:45	PF2	hour
2325:46	N8354N	ah yeah probably hour fifteen
2325:50	PF2	how much fuel then
2325:51	N8354N	ah well have about three and half
2325:55	PF2	alternates any
2325:58	N8354N	ah i'm trying to think what would work

2326:03	PF2	actually forecast for jeff city the way its reads chance of one to two thousand actually well columbia works easy so does cape actually
2326:12	N8354N	(unintelligible) columbia's fine
2326:14	PF2	alright uh lets see here its not very scary either place where your going you just kinda lucked out there ah its just missin that one group of cells uh if if they don't intensify why do i think that as soon as the sun goes down so do they (chuckle) and the suns going down you know so i guess i don't know that for sure but i think that
2326:39	N8354N	(chuckle)
2326:40	PF2	you know
2326:41	N8354N	they got you in a dark room eh
2326:42	PF2	oh no i'm lookin out the window right know
2326:44	N8354N	okay
2326:45	PF2	and uh it theres still light out there er er well its getting gloomy lookin dusky kinda um you're good to go and you know if you're too low for ice so and there's naturally gonna be a little bumpy in that semi cumulus type form stuff ah so ah you know maybe bases and tops if you happen to find em
2327:14	N8354N	i can let you know that
2327:16	PF2	okay

Page 11 of 11

2327:17	N8354N	alright well thanks for your help this evening and i'll talk to you a little later
2327:20	PF2	a pleasure thanks talk to you
2327:23	8354N	night
2327:23	PF2	later
2327:23	N8354N	bye
2327:23	PF2	hmm

End of Transcript

*This portion of the rerecording is not entirely clear, but this represents the best interpretation possible under the circumstances.

①



TELEDYNE CONTINENTAL MOTORS
DEPARTMENT
OF
AIR
SAFETY
INVESTIGATION
ENGINE (TWIN) DISASSEMBLY REPORT

POWER PLANT: NTSB
GROUP CHAIRMAN FIELD NOTES

ACCIDENT : CH101MA011

DATE : OCT 16, 2000

LOCATION : HILLBORO, MISSOURI

TIME : 1933 CDT.

A/C : CESSNA 335
N8354N

b6
b7C

DATE OF REPORT:	10/20/00
REGISTRATION #:	N 8354N
LEFT ENGINE SN:	271477-R
RIGHT ENGINE SN:	271478-R
INVESTIGATOR:	

2

GENERAL INFORMATION			
DATE OF ENGINE DISASSEMBLY:		10/17/00	
LOCATION OF EXAMINATION		AIRCRAFT & MISHAP DATA	
FACILITY:	National Guard - Festus MO	AIRCRAFT MODEL:	Cessna
ADDRESS:	2740 Hwy P	AIRCRAFT SN:	063
CITY, STATE, & ZIP:	2740 Hwy P Festus MO. 63028	REGISTRATION:	N 8354N
TELEPHONE:	636-937-8255	DOA:	10/16/00
		LOCATION OF MISHAP:	Hillsboro MO.

ATTENDEES

SIGNED	
NAME:	
ORGANIZATION:	FAA ACO
ADDRESS:	1801 Airport road RM 103 Wichita KS 67209
TELEPHONE:	

b6
b7c

NAME:	
ORGANIZATION:	NESB
ADDRESS:	
TELEPHONE:	

Signed

3

NAME:	
ORGANIZATION:	Teledyne Continental Motors
ADDRESS:	2008 Aruba Ave. Ft. Myers, FL 33905
TELEPHONE:	941-690-3211

b6
b7c

LEFT AND RIGHT ENGINE INFORMATION			
LEFT		RIGHT	
MAKE:	Teledyne Continental	MAKE:	Teledyne Continental
MODEL:	TS10520 EB8	MODEL:	TS10520 EB8
SERIAL NO:	271477-R	SERIAL NO:	271478-R
TOTAL TIME:		TOTAL TIME:	
TIME SINCE TOP OH:		TIME SINCE TOP OH:	
DATE OF TOH:		DATE OF TOH:	
TIME SINCE MOH:	539.0	TIME SINCE MOH:	539.0
DATE OF MOH:	7/7/97	DATE OF MOH:	6/25/97
REMARKS:	Both "O" time SMOH		

LEFT ENGINE EXTERNAL EXAMINATION

(PRELIMINARY INSPECTION OF DAMAGE PRIOR TO ^{Examination} ~~DISASSEMBLY~~)

On 10/19/00 the left engine from N8354N was inspected at the facility of the National Guard at Festus MO. The engine (Partial crankshaft and 3 cylinders) was found in a tree approximately 60 to 80 feet above the ground. The crankshaft was broken at the #3 main journal (#4 connecting rod). The forward portion of the crankshaft was located approx. 200 feet from the portion of engine in the tree. The majority of the crankcase was missing. Five cylinders were recovered. All 3 propeller blades were recovered, and exhibited extensive impact damage. The hub assembly was not recovered.

(4)

LEFT ENGINE DISASSEMBLY AND EXAMINATION

COMPRESSION CHECK: (Left) Unable to perform - Unable to rotate engine due to extensive damage to engine crankcase, cylinders, and broken crankshaft.

IGNITION SYSTEM: (Left)

TIMING:

Magnetos not recovered.

MAGNETOS:

Not recovered - broken from engine.

IGNITION HARNESS:

Not recovered

SPARK PLUGS: (T)(K)

2 & 6. cylinder spark plugs exhibited normal combustion color and were gapped properly. Spark plugs on other cylinders broken off or missing.

FUEL SYSTEM: (Left)

FUEL PUMP: (R) the pump drive gear was missing. the pump was disassembled and the drive shaft was bent, and several vanes were broken. the rotor was intact. The pump had separated from the engine and was found in zone R approximately 100 feet from the location of the tree that supported the main engine parts.

FUEL MANIFOLD VALVE: Had an odor of fuel. the diaphragm was in good condition. The piston free in movement and the screen was free of contaminants. FOUND IN "O" ZONE

INJECTOR LINES:

Not recovered

NOZZLES:

All fuel nozzles were torn free from all cylinders and not recovered.

FUEL CONTROL UNIT:

Not recovered -

(S)

THROTTLE BODY:

Not recovered.

LUBRICATION SYSTEM: (Left)

OIL PUMP: the rotor and housing were free from internal defects within the pump cavity. Residual oil was present. the drive shaft was bent. *The drive gear and idler gear exhibit normal gear mesh.*
~~FOUND~~ POUND IN Q ZONE

OIL SUMP:

the oil sump was completely missing, with the exception of approx. 3" of the right rear corner. (Q)

OIL PICKUP SCREEN:

Not recovered

OIL FILTER/SCREEN:

the oil filter element was examined, and no unusual material was noted in the element. ZONE W

OIL COOLER:

The oil cooler was broken off of the engine by impact forces, however it was intact with oil present inside. ?

SCAVENGE PUMP:

N/A

CRANKCASE/MAIN BEARINGS: (Left) the crankcase main bearing saddles were broken from the case. Various main bearing supports were recovered and none exhibited evidence of fretting, or lack of bearing retention. (left) (W)

CRANKSHAFT/BEARING SURFACES: (Left) the crankshaft surfaces were visible due to the crankcase breakage. All surfaces observed were smooth and without scoring or discoloration. The crankshaft serial # is 861483. Oil was present. IT BROKE IN 2 PIER

TRANSFER COLLAR: (Left)

Not recovered.

↓ O & ↓ J. (Small)
T

COUNTER WEIGHTS: (Left).

All four counterweights were intact and free moving on their respective pins.

(6)

CONNECTING RODS: (Left) All six connecting rods were intact, the # 3 and #6 rods were badly bent. (T) (J)

GEAR TRAIN: (Left) the crankshaft gear was intact and in good condition. All other gears were missing (magneto idler, magneto drive gears, oil pump drive gear, and accessory drive gears), with the exception of the camshaft drive gear, which was broken free from the camshaft and cracked in half. the gear teeth were in good condition. (T)

CAMSHAFT: (Left)

the camshaft was broken in three pieces. and found in X, R, R the cam was free from scoring or pitting and appeared to have minimal wear on the lobes. lubrication was present.

LIFTERS: (Left) Only one lifter was present (on #1 cylinder)

the face was free from scoring or pitting. (T)

CYLINDERS/VALVES: (Left) # 1, 3 and 2 cylinders were attached to their connecting rods and crankshaft, #1 + 3 cylinders have impact damage and # 3 valves and rocker supports were broken from the cylinder head. the # 2 + 6 cylinder rocker covers were removed and no breakage was noted in the valve rocker area. All bores observed were free of scoring or pitting.

PISTONS/PISTON PINS: (Left) the pistons were retained in # 1, 3, and 2 cylinders. the pistons in the remaining cylinders were missing. the pistons observed exhibited normal combustion signatures and deposits.

STARTER ADAPTER: (Left)

Not recovered

STARTER MOTOR: (Left)

Damaged and torn free from engine case.

ALTERNATOR: (Left)

Not recovered

VACUUM PUMP: (Left) the drive shaft is intact and the housing is broken off. the internal parts of the pump were not recovered. (O)

PROPELLER GOVERNOR: (Left)

the governor had been broken off of the engine and extensively damaged. (F)

TURBOCHARGER SYSTEM: (Left)

Not recovered

(7)

TURBOCHARGER:

Not recovered

VAC CONTROLLER:

Not recovered

WASTEGATE & ACTUATOR:

The actuator housing was broken and was not free in operation.

OVERBOOST VALVE:

Not recovered

SUMMARY:

The overall condition and visual inspection of the left engine and parts did not reveal any discrepancies which would have precluded normal operation prior to impact.

1st (K); THIS BLADE WAS COMPLETE AND BENT IN "S" SHAPE. The leading edge of the blade had severe impact damage in the mid span area with chord wise scuff marks from L.B. to T.E. in an angle. The T.E. at the tip suffered severe bending. De-ice boot missing.

2nd (P) This blade broke off at about 70% of its span. The tip was missing. The L.E. exhibited impact damage. There are scuff marks from L.B. to T.E. at 45° angle. The blade was relatively straight. De-ice boot missing.

3rd (H): The blade broke in 2 pieces. The hub portion with 6" long blade was found in H. This was bent at the O/B end. The remaining blade was found in K. This exhibits severe chordwise scuff marks from L.E. to T.E. with L.B. damage. The entire span of this portion of the blade. De-ice boot missing.

(8)

RIGHT ENGINE EXTERNAL EXAMINATION

(PRELIMINARY INSPECTION OF DAMAGE PRIOR TO ^{Examination} TEARDOWN)

On 10/19/00 the right engine from N 8354N was examined at the facility of the National Guard in Festus MO. the engine was found approximately $\frac{1}{4}$ to $\frac{1}{2}$ mile from the initial point of impact. The crankshaft was complete and the #1 and #3 cylinders were attached. the forward portion of the crankshaft was bent at a 45° angle. Eight five per cent of the crankcase was missing. All propeller blades were recovered. The hub was missing, and all blades exhibited extensive impact damage.

RIGHT ENGINE DISASSEMBLY AND EXAMINATION

COMPRESSION CHECK: (Right) Unable to perform due to extensive damage.

IGNITION SYSTEM: (Right)

TIMING: Magnetos not recovered

MAGNETOS: Not recovered

IGNITION HARNESS:
Not recovered

SPARK PLUGS:

One spark plug was removed from #1 cylinder - the plug exhibited normal color, and was gapped properly. All other plugs were missing. (CC)

FUEL SYSTEM: (Right)

FUEL PUMP: the pump was disassembled, the rotor was distorted, and the housing was damaged. the vanes were broken and the drive shaft was broken.

FUEL MANIFOLD VALVE:
Not recovered

INJECTOR LINES:
Not recovered

NOZZLES:
All nozzles were torn free from the cylinders.

FUEL CONTROL UNIT:
Not recovered

(10)

THROTTLE BODY:

Not recovered

LUBRICATION SYSTEM: (Right)

OIL PUMP: Only the main rotor was recovered,
the rotor was free from pitting or scoring. (X)

OIL SUMP:

Not recovered

OIL PICKUP SCREEN:

Not recovered

OIL FILTER/SCREEN:

Filter disassembled, no evidence of unusual material noted in element. (R)

OIL COOLER:

Broken from engine and damaged. the cooler has oil present. (T)

SCAVENGE PUMP:

N/A

CRANKCASE/MAIN BEARINGS: (Right) the crankcase main bearing saddles were broken from the case. Various bearing supports were recovered, and none exhibited evidence of fretting, or lack of bearing retention. (W)

CRANKSHAFT/BEARING SURFACES: (Right)

All surfaces ^{that} were observed ^{were} smooth and without discoloration. (CC)
the crankshaft serial # is 870333.

TRANSFER COLLAR: (Right)

Not recovered

(Crank shaft was bent 45° up)

COUNTER WEIGHTS: (Right)

All counterweights were intact and installed on their respective pins. (CC)

(71)

CONNECTING RODS: (Right) All six connecting rods were bent - #1, 3, and 6 rods were bent. (CC)

GEAR TRAIN: (Right) the entire gear train was missing with the exception of the crankshaft and idler gear, which had good teeth. the crankshaft gear was bent/broken (U, J)

CAMSHAFT: (Right) the camshaft was broken in four pieces. the forward portion was missing. the recovered sections were free from scoring or pitting and the lobes exhibited normal wear. (U, U, J)

LIFTERS: (Right) One lifter was recovered. the face was free from scoring or pitting and exhibited good lubrication characteristics. (CC)

CYLINDERS/VALVES: (Right) the #1 and 3 cylinders were attached to the engine. #2 cylinder was missing and the #5, 2 and 6 cylinders all had head and valve damage, and were broken loose from the engine. (CC), L

PISTONS/PISTON PINS: (Right) All pistons were recovered. Pistons were installed in #1, 2, 3, 4 and 5 cylinders. the piston in #6 was partially destroyed. All pistons observed exhibited normal combustion color and deposits. CC,

STARTER ADAPTER: (Right)
Not recovered

STARTER MOTOR: (Right)
Damaged and torn free from engine case.

ALTERNATOR: (Right)
Not recovered

VACUUM PUMP: (Right) (S)
Broken off at housing, not recovered

PROPELLER GOVERNOR: (Right)
Damaged and broken off of engine. (P)

TURBOCHARGER SYSTEM: (Right)

TURBOCHARGER:

Not recovered

VAC CONTROLLER:

Not recovered

WASTEGATE & ACTUATOR:

Housing damaged

OVERBOOST VALVE:

Not recovered

SUMMARY:

The overall condition and visual inspection of the right engine and parts did not reveal any discrepancies which would have precluded normal operation prior to impact.

1st (E) : The blade broke at abt 70% of its length. The L.B. was semi dangerous. The blade was relatively straight with some minor surface marks.

2 (I, Trail, X) : The blade broke in several pieces. The hub + 12" of the blade was found in I. The blade was bent in "U" shape with some surface marks from L.B. to T.B. The remaining blade pieces were about 8" long and exhibited some marks. 2 L.B. impact damage.

(3)(R) : This blade suffered semi impact damage on the hub to the tip. The hub was cracked & the L.B. & T.B. suffered some impact damage with some surface marks & chard on 2 span wise.

Airborne

Air & Fuel Products

Product Reference Memo

No. 39

January 31, 1996

Subject: Periodic Testing of Check Valve Manifolds and Check Valves

Applicability:

1H5 Series	—	Check Valve Manifold (Vacuum System)
1H24 Series	—	Check Valve Manifold (Pressure System)
1H37 Series	—	Check Valve (Vacuum/Pressure System)

Background:

The above referenced components supplied by Airborne for use in aircraft pneumatic systems are manufactured with elastomeric components that deteriorate with age. As these components age, it is increasingly important to periodically assure their proper operation, thus avoiding unscheduled system problems and aircraft downtime.

All maintenance personnel should familiarize themselves with the pneumatic system components listed above and perform both visual and operational checks to identify any deterioration in the performance of these components.

Recommendation:

It is recommended that beginning five years from date of manufacture, the serviceability of these components be verified every twelve months in accordance with the procedure provided on the applicable Airborne Technical Service Instruction. It is further recommended that these pneumatic system check valve manifolds and check valves be replaced ten years from date of manufacture.

The date of manufacture is encoded in the serial number located on the nameplate of these components. The numbers (1 through 12) of the serial number indicate the month (January through December) of manufacture. The following letter combinations of the serial number indicate the year of manufacture:

T = 1972	B = 1976	F = 1980	M = 1984	AD = 1988	AH = 1992
V = 1973	C = 1977	H = 1981	AA = 1985	AE = 1989	AJ = 1993
W = 1974	D = 1978	J = 1982	AB = 1986	AF = 1990	AK = 1994
A = 1975	E = 1979	K = 1983	AC = 1987	AG = 1991	AL = 1995

For example, a serial number of "5K" indicates a manufacture date of June, 1983.

Technical Services Hotline:
1-800-382-8422

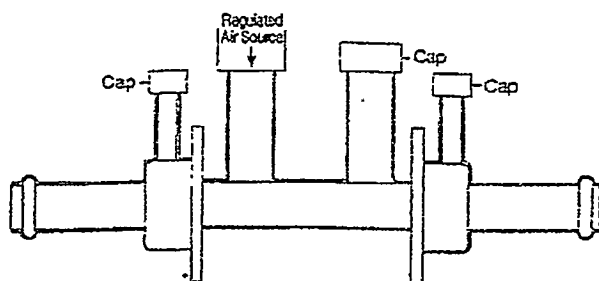


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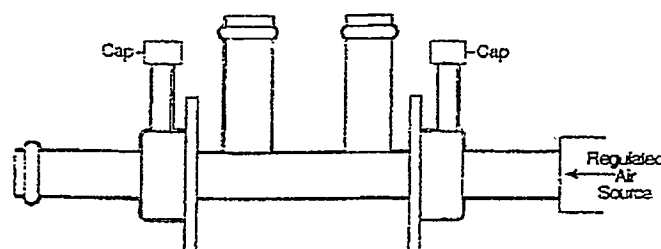
The following procedure is provided as a means of determining serviceability of the check valve manifold:

- 1) Remove the check valve manifold from the aircraft in accordance with the aircraft manufacturer's instructions.
- 2) Cap the two source indicator fittings of the check valve manifold.
- 3) Connect a hose from a regulated air source to one of the inlet fittings of the check valve manifold. Cap any additional inlet fittings. Reference test set-up #1 depicted below.
- 4) Slowly apply 3 PSIG of air pressure to the check valve manifold and verify that air is released through both discharge fittings. If air is not released through both discharge fittings, replace the check valve manifold.
- 5) Disconnect the air source from the inlet fitting and then connect it to one of the discharge fittings. Remove the caps which were previously installed on the inlet fittings. Reference test set-up #2 depicted below.
- 6) Slowly apply 3 PSIG of air pressure to the check valve manifold and inspect for leaks at all caps and hose connections. Correct any leaks in test set-up before proceeding.
- 7) With air pressure remaining set at 3 PSIG, inspect for leaks across the internal check valve by noting any "audible" leakage out the inlet fittings or through the rivets on the housing of the check valve manifold. Any "audible" leakage at either one of these locations is cause for replacement of the check valve manifold.
- 8) Remove the air source from the check valve manifold and then repeat step 7 with the air source connected to the discharge fitting on the opposite side of the check valve manifold.
- 9) Reinstall the serviceable check valve manifold in accordance with the aircraft manufacturer's instructions.

NOTE: If proper operation of the check valve manifold cannot be confirmed or if additional information on this testing procedure is desired, please call Airborne's Technical Services Hotline at 1-800-382-8422.



TEST SET-UP #1



TEST SET-UP #2

1H5 SERIES — CHECK VALVE MANIFOLD (VACUUM SYSTEM)

Technical Services Hotline:
1-800-382-8422

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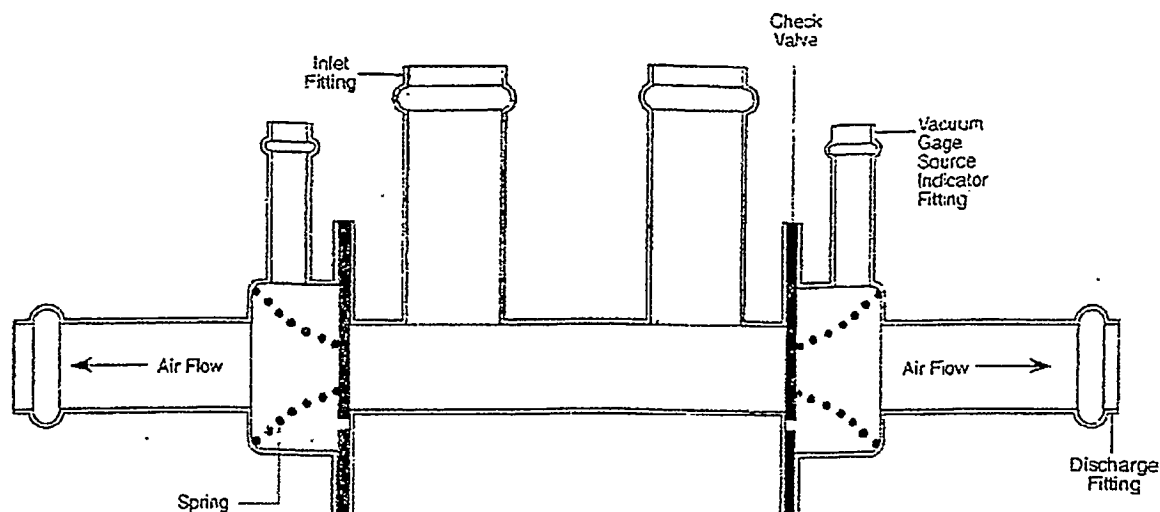
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Airborne

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Technical Service Instruction

1H5 SERIES — CHECK VALVE MANIFOLD (VACUUM SYSTEM)



Description

The 1H5 series check valve manifold provides a means of coupling dual vacuum sources. More importantly, the 1H5 check valve manifold provides a means of isolating these dual vacuum sources in the event that one of the sources is not in operation.

Operation

The "flapper-type" check valves are spring loaded in the closed position. As airflow is pulled through the manifold, the check valves open allowing airflow through the instruments. If airflow through a check valve is stopped (i.e., vacuum source taken out of operation), the check valve will close in order to allow the pneumatic system to properly function utilizing the lone operating vacuum source.

Troubleshooting

Failure of one or both of the manifold's check valves to close would prevent isolation of the dual vacuum sources in the event that one of the sources is taken out of operation.

The elastomeric components utilized in the check valves deteriorate with age. Therefore, it is recommended that beginning five years from date of manufacture, the serviceability of the 1H5 series check valve manifold be verified every twelve months. It is further recommended that this check valve manifold be replaced ten years from date of manufacture.

The date of manufacture is encoded in the serial number located on the nameplate of the check valve manifold. The numbers (1 through 12) in the serial number indicate the month (January through December) of manufacture. The following letter combinations in the serial number indicate the year of manufacture:

T=1972	E=1976	F=1980	M=1984	AD=1988	AH=1992
V=1973	C=1977	H=1981	AA=1985	AE=1989	AJ=1993
W=1974	D=1978	J=1982	AB=1986	AF=1990	AK=1994
A=1975	E=1979	K=1983	AC=1987	AG=1991	AL=1995

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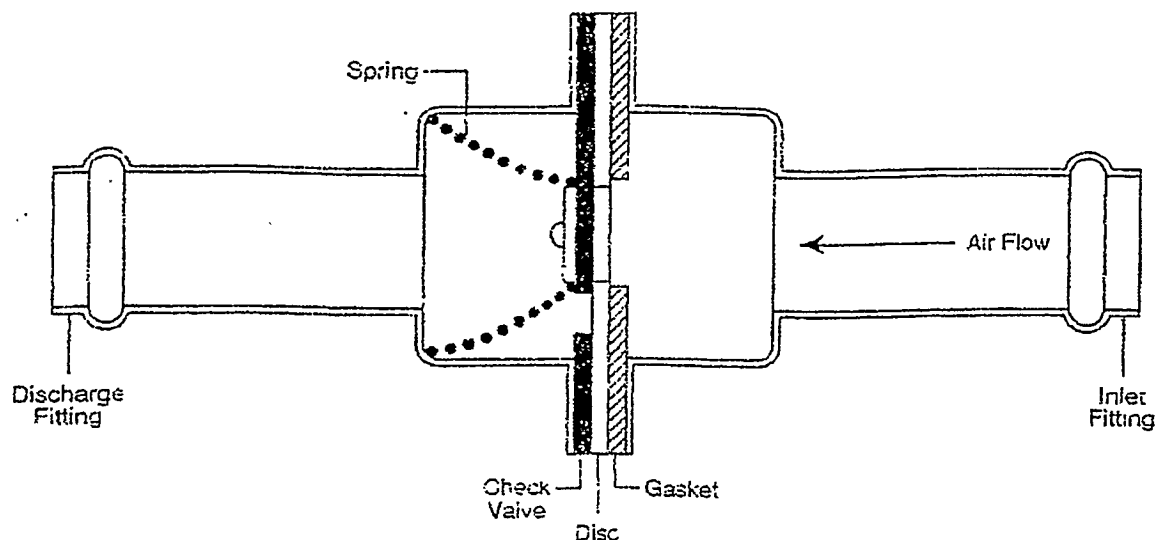
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Airborne

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Technical Service Instruction

1H37 SERIES — CHECK VALVE



Description

The 1H37 series check valve provides a means of isolating dual air sources in the event that one of the sources is not in operation.

Operation

The "flapper-type" check valve is spring loaded in the closed position. As airflow enters the valve, the check valve opens allowing airflow to continue through the system. If the airflow to the valve is stopped (i.e., air source taken out of operation), the check valve will close in order to allow the pneumatic system to properly function utilizing the lone operating air source.

Troubleshooting

Failure of the check valve to close would prevent isolation of the dual air sources in the event that one of the sources is taken out of operation.

The elastomeric components utilized in the check valve deteriorate with age. Therefore, it is recom-

mended that beginning five years from date of manufacture, the serviceability of the 1H37 series check valve be verified every twelve months. It is further recommended that this check valve be replaced ten years from date of manufacture.

The date of manufacture is encoded in the serial number located on the nameplate of the check valve. The numbers (1 through 12) in the serial number indicate the month (January through December) of manufacture. The following letter combinations in the serial number indicate the year of manufacture:

T=1972	B=1976	F=1980	M=1984	AD=1988	AH=1992
V=1973	C=1977	H=1981	AA=1985	AE=1989	AJ=1993
W=1974	D=1978	J=1982	AB=1986	AF=1990	AK=1994
A=1975	E=1979	K=1983	AC=1987	AG=1991	AL=1995

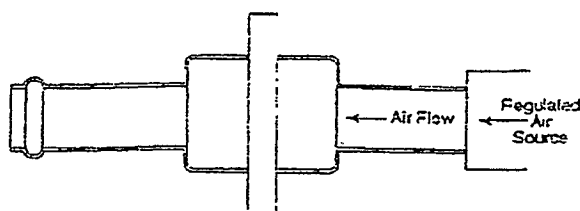
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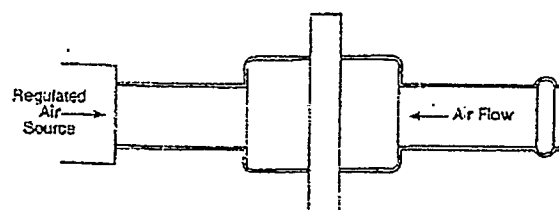
The following procedure is provided as a means of determining serviceability of the check valve:

- 1) Remove the check valve from the aircraft in accordance with the aircraft manufacturer's instructions. Prior to removal, note which direction the "flow" arrow on the check valve is pointing.
- 2) Connect a hose from a regulated air source to the inlet fitting of the check valve. Reference test set-up #1 depicted below.
- 3) Slowly apply 3 PSIG of air pressure to the check valve and verify that air is released through the discharge fitting. If air is not released through the discharge fitting, replace the check valve.
- 4) Disconnect the air source from the inlet fitting of the check valve and then connect it to the discharge fitting of the check valve. Reference test set-up #2 depicted below.
- 5) Slowly apply 3 PSIG of air pressure to the check valve and inspect for leaks at all hose connections. Correct any leaks in test set-up before proceeding.
- 6) With air pressure remaining set at 3 PSIG, inspect for leaks across the internal check valve by noting any "audible" leakage out the inlet fitting or through the rivets on the housing of the check valve. Any "audible" leakage at either one of these locations is cause for replacement of the check valve.
- 7) Repeat step 6 with air pressure set at 20 PSIG.
- 8) Reinstall the serviceable check valve in accordance with the aircraft manufacturer's instructions. Prior to installation, orientate the "flow" arrow on the check valve so that it is pointing in the same direction as that noted in step 1 of this procedure.

NOTE: If proper operation of the check valve cannot be confirmed or if additional information on this testing procedure is desired, please call Airborne's Technical Services Hotline at 1-800-382-8422.



TEST SET-UP #1



TEST SET-UP #2

1H37 SERIES — CHECK VALVE

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22 September 2000



IN REPLY, REFER TO:
L178-61-00-2309

Federal Aviation Administration
Wichita Aircraft Certification Office
1801 Airport Road
Wichita, Kansas 67209

ATTENTION:

[Redacted]
Cessna Program Manager

REFERENCE: Cessna Multi-engine Service Bulletin

b6
b7C

Dear [Redacted]

Enclosed please find two copies of the following Cessna Multi-engine Service Bulletin:

MEB00-5, VACUUM SYSTEM MANIFOLD CHECK VALVE INSPECTION/
REPLACEMENT, effectivity models and serial numbers as listed.

Very truly yours,

CESSNA AIRCRAFT COMPANY

b6
b7C

[Redacted]
Executive Engineer
DOA-230428-CE

Enclosures

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Multi-engine



Service Bulletin

October 2, 2000

MEB00-5

TITLE

VACUUM SYSTEM MANIFOLD CHECK VALVE INSPECTION/REPLACEMENT

EFFECTIVITY

<u>Model Series</u>	<u>Year</u>	<u>Serial Numbers</u>	
T303	1982 thru 1984	T3030001	thru T30300247
310	1955 thru 1957	35000	thru 35546
310A	1957 thru 1958	38000	thru 38161
310B	1957 thru 1958	35547	thru 35549
310B	1957 thru 1958	35551	thru 35771
310B		607	
310C	1959	35772	thru 35999
310C	1959	39001	thru 39031
310C		35550	
310D	1960	39032	thru 39299
310E	1960	310M0001	thru 310M0036
310E		35912A	
310F	1961	310-0001	thru 310-0016
310F	1961	310-0018	thru 310-0156
310G	1962	310G0001	thru 310G0156
310H/E310H	1963	310H0001	thru 310H0148
310I	1964	310I0001	thru 310I0200
310J/310J-1/E310J	1965	310J0001	thru 310J0200
310K	1966	310K0001	thru 310K0245
310L	1967	310L0001	thru 310L0207
310N	1968	310N0001	thru 310N0198
310P/T310P	1969	310P0001	thru 310P0240
310Q/T310Q	1970 thru 1974	310Q0001	thru 310Q1160
310R/T310R	1975 thru 1981	310R0001	thru 310R2140
320	1962	320-0001	thru 320-0110
320A	1963	320A0001	thru 320A0047
320B	1964	320B0001	thru 320B0062
320C	1965	320C0001	thru 320C0073
320D	1966	320D0001	thru 320D0130
320D		623	

Page 1 of 6

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

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<u>Model Series</u>	<u>Year</u>	<u>Serial Numbers</u>
320E	1967	320E0001 thru 320E0110
320F	1968	320F0001 thru 320F0045
320F		658
335	1980	335-0001 thru 335-0065
337E/T337E	1970	33701194 thru 33701316
337F	1971	33701317 thru 33701398
T337F	1971	33701317 thru 33701398
T337F		33700569
337F	1972	33701399 thru 33701448
337F	1972	33701450 thru 33701462
337F		33700306
337G	1973	33701463 thru 33701550
337G	1974	33701551 thru 33701606
337G	1975	33701607 thru 33701671
337G	1976	33701672 thru 33701748
337G	1977	33701749 thru 33701815
337G		33701449
337H/T337H	1978	33701816 thru 33701874
337H/T337H	1978	33701855 thru 33701874
337H/T337H	1979	33701875 thru 33701921
337H/T337H	1979	33701922 thru 33701951
340	1972	340-0001 thru 340-0115
340	1973	340-0151 thru 340-0260
340	1974	340-0301 thru 340-0370
340	1975	340-0501 thru 340-0555
340A	1976	340A0001 thru 340A0125
340A	1977	340A0201 thru 340A0375
340A	1978	340A0401 thru 340A0562
340A	1979	340A0601 thru 340A0801
340A	1980	340A0901 thru 340A1045
340A	1981	340A1201 thru 340A1260
340A	1982	340A1501 thru 340A1543
340A	1984	340A1801 thru 340A1817
401	1967/68	401-0001 thru 401-0322
401A	1969	401A0001 thru 401A0132
401B	1970/71	401B0001 thru 401B0121
401B	1972	401B0122 thru 401B0221
402	1967/68	402-0001 thru 402-0322
402A	1969	402A0001 thru 402A0129
402B	1970/71	402B0001 thru 402B0122
402B	1972	402B0201 thru 402B0249
402B	1973	402B0301 thru 402B0455
402B	1974	402B0501 thru 402B0640
402B	1975	402B0801 thru 402B0935
402B	1976	402B1001 thru 402B1100
402B	1977	402B1201 thru 402B1250
402B	1978	402B1301 thru 402B1384
402C	1979	402C0001 thru 402C0125
402C		689

<u>Model Series</u>	<u>Year</u>	<u>Serial Numbers</u>
402C	1980	402C0201 thru 402C0355
402C	1981	402C0401 thru 402C0528
402C	1982	402C0601 thru 402C0653
402C	1984	402C0801 thru 402C0807
402C	1985	402C0808 thru 402C1020
404	1977	404-0001 thru 404-0136
404	1978	404-0201 thru 404-0246
404	1979	404-0401 thru 404-0460
404	1980	404-0601 thru 404-0695
404	1981	404-0801 thru 404-0859
411	1965 thru 1966	411-0001 thru 411-0250
411A	1967 thru 1968	411-0251 thru 411-0300
414	1970	414-0001 thru 414-0099
414	1971	414-0151 thru 414-0175
414	1972	414-0251 thru 414-0280
414	1973	414-0351 thru 414-0437
414	1974	414-0451 thru 414-0550
414	1975	414-0601 thru 414-0655
414	1976	414-0801 thru 414-0855
414	1977	414-0901 thru 414-0965
414A	1978	414A0001 thru 414A0121
414A	1979	414A0201 thru 414A0340
414A	1980	414A0401 thru 414A0535
414A	1981	414A0601 thru 414A0680
414A	1982	414A0801 thru 414A0858
414A	1984	414A1001 thru 414A1006
414A	1985	414A1007 thru 414A1212
421	1967 thru 1968	421-0001 thru 421-0200
421A	1969	421A0001 thru 421A0158
421B	1970	421B0001 thru 421B0056
421B	1971	421B0101 thru 421B0147
421B	1972	421B0201 thru 421B0275
421B	1973	421B0301 thru 421B0486
421B	1974	421B0501 thru 421B0665
421B	1975	421B0801 thru 421B0970
421C	1976	421C0001 thru 421C0171
421C	1977	421C0201 thru 421C0350
421C	1978	421C0401 thru 421C0525
421C	1979	421C0601 thru 421C0715
421C	1980	421C0801 thru 421C0910
421C	1981	421C1001 thru 421C1115
421C	1982	421C1201 thru 421C1257
421C	1984	421C1401 thru 421C1413
421C	1985	421C1801 thru 421C1807

<u>Model Series</u>	<u>Year</u>	<u>Serial Numbers</u>	
F337E/FT337E	1970	F33700001	thru F33700024
F337F/FT337F	1971	F33700025	thru F33700045
F337F/FT337F	1972	F33700046	thru F33700055
F337G	1973	F33700056	thru F33700063
F337G	1974	F33700064	thru F33700071
F337G	1975	F33700072	thru F33700076
F337G	1976	F33700077	thru F33700079
F337G	1977	F33700080	thru F33700084
F337H	1978	F33700085	thru F33700086
FTB337G	1974 thru 1983	FTB3370001	thru FTB3370062
FT337GP	1973	FP33700001	thru FP33700008
FT337GP	1974	FP33700009	thru FP33700013
FT337GP	1975	FP33700014	thru FP33700015
FT337GP	1976	FP33700016	thru FP33700017
FT337GP	1977	FP33700018	thru FP33700022
FT337HP	1978	FP33700023	

PURPOSE

To provide inspection and replacement intervals for the vacuum system manifold check valve. Non-compliance with this Service Bulletin may allow a defective vacuum manifold check valve to go unnoticed which could result in; a pilot using instruments for flight that are not providing proper information, and/or a de-ice system not properly inflating the boots due to a malfunctioning and/or failed manifold check valve.

COMPLIANCE

Mandatory: shall be accomplished within the next 100 hours of operation or 12 months, whichever occurs first.

Refer to Airborne Product Reference Memo No. 39 (or latest revision) for possible subsequent inspections and valve replacement intervals.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

Approximately 3.0 man-hours per airplane to inspect the vacuum manifold check valve.

MATERIAL

The following are available from Cessna Parts Distribution through an appropriate Cessna Service Station for the suggested list price shown. Refer to the appropriate Illustrated Parts Catalog for specific part installation.

<u>Part Number</u>	<u>Description</u>	<u>Qty/Airplane</u>	<u>Price</u>
1H5-1	Vacuum System Manifold Valve (Model 310, 320, T303)	1 (if required)	\$ 416.67 (C) ea.

<u>Part Number</u>	<u>Description</u>	<u>Qty/Airplane</u>	<u>Price</u>
1H5-2	Vacuum System Manifold Check Valve (Model 337E, 337F, 337G thru 337H/T337H)	1 (if required)	\$ 429.94 (C) ea.
1H5-9 (See Note)	Vacuum System Manifold Check Valve (Model 401, 402, 402C, 404, 411, 414, 414A, 421)	1 (if required)	\$ 420.00 (C) ea.
1H5-10	Vacuum System Manifold Check Valve (Model 310)	1 (if required)	\$ 476.74 (C) ea.
1H37-4	Vacuum System Manifold Check Valve (Model 310, 335, 340, 402C, 421C)	1 (if required)	\$ 270.00 (C) ea.

NOTE: The following parts are also required when installing a 1H5-9 manifold check valve.

1K30-8-8-4	Tee	2 (per valve)	\$ 35.74 (F) ea.
1K10-4-8	Fitting	2 (per valve)	\$ 47.63 (F) ea.
R221275	Hose	6 ft. (per valve)	\$ 3.50 (PS) ft.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

ACCOMPLISHMENT INSTRUCTIONS

1. Refer to the following attached Parker Hannifin Corporation - Airborne & Fuel Products publications;
 - A. Product Reference Memo #39 (or latest revision).
 - B. Technical Service Instruction 1H5 Series - Check Valve Manifold (Vacuum System) (or latest revision).
 - C. Technical Service Instruction 1H37 Series - Check Valve Manifold (Vacuum System) (or latest revision).
2. Make appropriate airplane logbook entries. Note inspection results and if applicable when the next scheduled manifold vacuum inspection is due and/or when valve replacement is due.

NOTE: This information shall be considered an amendment to the Cessna Manufacturer's Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

CREDIT

Not applicable

OWNER NOTIFICATION

On October 2, 2000, the following Owner Advisory message will be sent to applicable owners of record in MEB00-5A.

Dear Cessna Owner:

This message is to provide notification that Service Bulletin MEB00-5 has been issued concerning inspection and replacement requirements for the vacuum system manifold check valves. Non-compliance with MEB00-5 may allow a defective vacuum manifold check valve to go unnoticed which could result in; a pilot using instruments for flight that are not providing proper information, and/or a de-ice system that is not properly inflating the boots due to a malfunctioning and/or failed vacuum manifold check valve.

Compliance is mandatory: shall be accomplished within the next 100 hours of operation or 12 months whichever occurs first.

Refer to Airborne Product Reference Memo No. 39 (or latest revision) for possible subsequent inspections and valve replacement intervals.

The information contained in the referenced Cessna Service Bulletin shall be considered an amendment to the Cessna Manufacturer's Maintenance Manual or Instructions for continued airworthiness, and must be accomplished for ongoing airworthiness compliance as required per FAR43.13.

Please contact a Cessna Multi-engine Service Station for detailed information and make arrangements to have Service Bulletin MEB00-5 accomplished on your airplane.

* * * * *

Multi-engine



Service Bulletin

October 4, 1999

MEB99-19

TITLE

VACUUM SYSTEM CHECK - POH/OWNER MANUAL/FLIGHT MANUAL SUPPLEMENT

EFFECTIVITY

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>	
T303	1992	T30300001	thru T30300175
T303	1993	T30300176	thru T30300257
T303	1994	T30300258	thru T30300315
310	1955 thru 1957	35000	thru 35546
310A	1957 thru 1958	38000	thru 38161
310B	1957 thru 1958	35547	thru 35549
310B	1957 thru 1958	35551	thru 35771
310B		607	
310C	1959	35772	thru 35989
310C	1959	39001	thru 39031
310C		35550	
310D	1960	39032	thru 39289
310E	1960	310M0001	thru 310M0036
310E		35912A	
310F	1961	310-0001	thru 310-0016
310F	1961	310-0018	thru 310-0156
310G	1962	310G0001	thru 310G0166
310H/E310H	1963	310H0001	thru 310H0148
310I	1964	310I0001	thru 310I0200
310J/310J-1/E310J	1965	310J0001	thru 310J0200
310K	1966	310K0001	thru 310K0245
310L	1967	310L0001	thru 310L0207
310N	1968	310N0001	thru 310N0198
310P/T310P	1969	310P0001	thru 310P0240
310Q/T310Q	1970 thru 1974	310Q0001	thru 310Q1180
310R/T310R	1975 thru 1981	310R0001	thru 310R2140

Page 1 of 6

To obtain satisfactory results, procedures specified in this publication must be accomplished in accordance with accepted methods and prevailing government regulations. The Cessna Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this publication.

The Cessna Aircraft Company, Product Support, P.O. Box 7705, Wichita, Kansas 67277, U.S.A. (316) 517-5900. Facsimile (316) 842-6000

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<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
T337H-SP	1979	33701920
T337H-SP	1980	33701923 thru 33701927
T337H-SP	1980	33701951 thru 33701955
T337G	1978	P3370001 thru P3370148
T337G	1974	P3370149 thru P3370193
T337G	1975	P3370194 thru P3370195
T337G	1975	P3370197 thru P3370225
T337G		677
T337G	1976	P3370226 thru P3370257
T337G	1977	P3370258 thru P3370292
P337H	1978	P3370293 thru P3370318
P337H	1978	P3370319 thru P3370341
P337H	1979	P3370196
P337H	1980	P3370342 thru P3370356
P337		
340	1972	340-0001 thru 340-0115
340	1973	340-0151 thru 340-0260
340	1974	340-0301 thru 340-0370
340	1975	340-0501 thru 340-0555
340A	1976	340A0001 thru 340A0125
340A	1977	340A0201 thru 340A0375
340A	1978	340A0401 thru 340A0562
340A	1979	340A0601 thru 340A0801
340A	1980	340A0901 thru 340A1045
340A	1981	340A1201 thru 340A1280
340A	1982	340A1501 thru 340A1543
340A	1984	340A1801 thru 340A1817
401	1967/68	401-0001 thru 401-0322
401A	1969	401A0001 thru 401A0132
401B	1970/71	401B0001 thru 401B0121
401B	1972	401B0122 thru 401B0221
402	1967/68	402-0001 thru 402-0322
402A	1969	402A0001 thru 402A0129
402B	1970/1971	402B0001 thru 402B0122
402B	1972	402B0201 thru 402B0249
402B	1973	402B0301 thru 402B0455
402B	1974	402B0501 thru 402B0640
402B	1975	402B0801 thru 402B0935
402B	1976	402B1001 thru 402B1100
402B	1977	402B1201 thru 402B1250
402B	1978	402B1301 thru 402B1384
402C	1978	402C0001 thru 402C0125
402C		589
402C	1980	402C0201 thru 402C0355
402C	1981	402C0401 thru 402C0528
402C	1982	402C0601 thru 402C0653
402C	1984	402C0801 thru 402C0807
402C	1985	402C0808 thru 402C1020

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
404	1977	404-0001 thru 404-0136
404	1978	404-0201 thru 404-0246
404	1979	404-0401 thru 404-0460
404	1980	404-0601 thru 404-0695
404	1981	404-0801 thru 404-0859
411	1965/1966	411-0001 thru 411-0250
411A	1967/1968	411-0251 thru 411-0300
414	1970	414-0001 thru 414-0099
414	1971	414-0151 thru 414-0175
414	1972	414-0251 thru 414-0280
414	1973	414-0351 thru 414-0437
414	1974	414-0451 thru 414-0550
414	1975	414-0601 thru 414-0655
414	1976	414-0801 thru 414-0855
414	1977	414-0901 thru 414-0965
414A	1978	414A0001 thru 414A0121
414A	1979	414A0201 thru 414A0340
414A	1980	414A0401 thru 414A0535
414A	1981	414A0601 thru 414A0680
414A	1982	414A0801 thru 414A0858
414A	1984	414A1001 thru 414A1006
414A	1985	414A1007 thru 414A1212
421	1967/1968	421-0001 thru 421-0200
421A	1969	421A0001 thru 421A0158
421B	1970	421B0001 thru 421B0056
421B	1971	421B0101 thru 421B0147
421B	1972	421B0201 thru 421B0275
421B	1973	421B0301 thru 421B0486
421B	1974	421B0501 thru 421B0665
421B	1975	421B0801 thru 421B0970
421C	1976	421C0001 thru 421C0171
421C	1977	421C0201 thru 421C0350
421C	1978	421C0401 thru 421C0525
421C	1979	421C0601 thru 421C0715
421C	1980	421C0801 thru 421C0910
421C	1981	421C1001 thru 421C1115
421C	1982	421C1201 thru 421C1257
421C	1984	421C1401 thru 421C1413
421C	1985	421C1801 thru 421C1807
F337E/FT337E	1970	F33700001 thru F33700024
F337F/FT337F	1971	F33700025 thru F33700045
F337F/FT337F	1972	F33700046 thru F33700055
F337G	1973	F33700056 thru F33700063
F337G	1974	F33700064 thru F33700071
F337G	1975	F33700072 thru F33700076
F337G	1976	F33700077 thru F33700079
F337G	1977	F33700080 thru F33700084
F337H	1978	F33700085 thru F33700086
FTB337G	1974 thru 1983	FTB3370001 thru FTB3370062

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
FT337GP	1973	FP33700001 thru FP33700008
FT337GP	1974	FP33700009 thru FP33700013
FT337GP	1975	FP33700014 thru FP33700016
FT337GP	1976	FP33700016 thru FP33700017
FT337GP	1977	FP33700018 thru FP33700022
FT337HP	1978	FP33700023

PURPOSE

To add vacuum system check procedures for the Pilots Operating Handbook, Owners Manual and Aircraft Flight Manual. These procedures are being added to the existing Engine Start and Shutdown procedures to detect for a possible defective vacuum system check valve or failed vacuum pump prior to flight. Non-compliance with this Service Bulletin may allow a defective vacuum system check valve or failed vacuum pump to go unnoticed which could result in a pilot using instruments for flight that are not providing proper information due to a malfunctioning and/or failed vacuum system.

COMPLIANCE

Mandatory; the revisions shall be reviewed and incorporated as soon as possible, but no later than the next 100 hours of operation or 4 months, whichever occurs first.

APPROVAL

FAA approval has been obtained on technical data in this publication that affects airplane type design.

For Reims Aviation airplanes: DGAC approval has been obtained on technical data in this publication that affects airplane type design.

MAN-HOURS

Not applicable.

MATERIAL PRICE AND AVAILABILITY

Additional copies of the Supplements are available from Cessna Parts Distribution for the suggested list price shown.

<u>Part Number</u>	<u>Description</u>	<u>Price</u>
D5317-13	Supplement to the Pilot's Operating Handbook/Owner Manual, Engine Start/Shutdown Procedures (Vacuum System Check) for all Cessna 300 Series Airplanes and all 1976 thru 1985 400 Series Airplanes.	\$ 29.00 (F) ea.
D5316-13	Supplement to the FAA Approved Aircraft Flight Manual, Engine Start/Shutdown Procedures (Vacuum System Check) for all 1965 thru 1975 400 Series Airplanes.	\$ 29.00 (F) ea.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE

MEB89-19
October 4, 1989

Page 6

ACCOMPLISHMENT INSTRUCTIONS

Review and incorporate the Engine Start/Shutdown Procedures (Vacuum System Check) Supplement into the Flight Manual, or Pilots Operating Handbook, or Owners Manual as applicable.

CREDIT INFORMATION

The Engine Start/Shutdown Procedures (Vacuum System Check) Supplement is being sent to applicable owners of record at no charge.

OWNER NOTIFICATION

On October 4, 1999 a copy of the applicable Engine Start/Shutdown Procedures (Vacuum System Check) Supplement and the following Owner Advisory message will be sent to affected owners of record in MEB99-19A.

Dear Cessna Owner:

This is to provide notification that a vacuum system check procedure is being added to the Pilots Operating Handbook, Owners Manual and Aircraft Flight Manual. Specifically, the procedure is being added to the existing Engine Start and Shutdown procedures to detect for a possible defective vacuum system check valve or failed vacuum pump prior to flight. Non-compliance with Service Bulletin MEB99-19 may allow a defective vacuum system check valve or failed vacuum pump to go unnoticed which could result in a pilot using instruments for flight that are not providing proper information due to a malfunctioning and/or failed vacuum system.

Compliance is mandatory; the Supplement shall be reviewed and incorporated as soon as possible, but no later than the next 100 hours of operation or 4 months, whichever occurs first.

Please contact a Cessna Multi-engine Service Station in the event you have any questions concerning compliance with Cessna Service Bulletin MEB99-19 by incorporation of the Supplement.

* * * * *

**ENGINE START/SHUTDOWN
PROCEDURES
(VACUUM SYSTEM CHECK)**

**SUPPLEMENT
TO
PILOT'S OPERATING HANDBOOK
/OWNER'S MANUAL**

**FOR
ALL CESSNA 300 SERIES AIRPLANES
and
ALL 1976 THRU 1985 400 SERIES AIRPLANES**

D5317-13

ORIGINAL ISSUE

2 JUNE 1999

**THIS SUPPLEMENT MUST BE INSERTED IN, OR
ATTACHED TO, THE LATEST VERSION OF THE PILOT'S
OPERATING HANDBOOK, OR OWNER'S MANUAL.**



ENGINE START/SHUTDOWN PROCEDURES (VACUUM SYSTEM CHECK)

SUPPLEMENT

TO

PILOT'S OPERATING HANDBOOK/OWNER'S MANUAL FOR THE FOLLOWING MODELS:

ALL T303, 310/T310, 320, 336, 337/T337, P337, F337, 335, 340/340A

ALL 1976 THRU 1985 402B/402C, 404, 414/414A, 421C

SERIAL NO. _____

REGISTRATION NO. _____

This supplement must be inserted in, or attached to, the latest version of the Pilot's Operating Handbook, or Owner's Manual for the above listed airplane models.

APPROVED BY:

Michael McClary
Executive Engineer
Cessna Aircraft Company
Delegation Option Manufacturer CS-1

DATE OF APPROVAL:

06-02-99

APPROVED BY:

Wendell W. Cornell
Executive Engineer
Cessna Aircraft Company
Delegation Option Manufacturer CS-1

DATE OF APPROVAL:

11 MAY 1999

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WICHITA, KANSAS, USA

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D5317-13

2 June 1999
Page 1

VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT

SUPPLEMENT

ENGINE START/SHUTDOWN PROCEDURES (VACUUM SYSTEM CHECK)

Use the Log of Effective Pages to determine the current status of this supplement.

Pages affected by the current revision are indicated by an asterisk (*) preceding the page number.

Supplement Status

Date

Original

2 June 1999

LOG OF EFFECTIVE PAGES

Page	Page Status	Revision Number
1 thru 8	Original	0

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT

VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES

SUPPLEMENT

ENGINE START/SHUTDOWN PROCEDURES (VACUUM SYSTEM CHECK)

SECTION 1 GENERAL

VACUUM SYSTEM

A vacuum system is installed to provide a source of vacuum for the vacuum instruments. The system consists of an engine-driven vacuum pump on each engine, pressure relief valve for each pump, a common vacuum manifold, vacuum air filter, suction gage and gyro instruments.

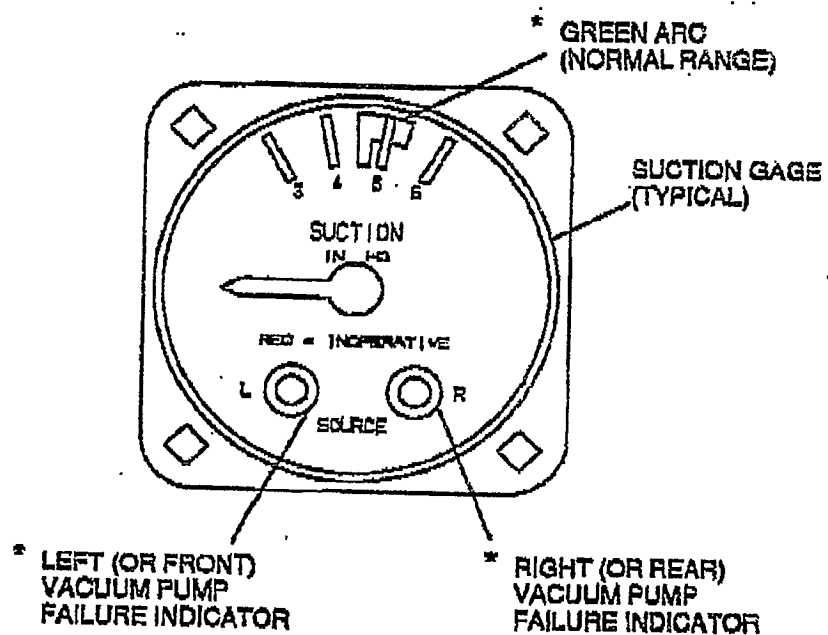
NOTE

Some earlier 300 series airplanes may have separate in-line check valves instead of a common vacuum manifold containing the check valves. These airplanes also have one common pressure relief valve in the system instead of separate relief valves for each vacuum pump.

Each vacuum pump pulls a vacuum on the common manifold, exhausting the air overboard. The maximum amount of vacuum pulled on the manifold by each vacuum pump is controlled to a preset level by each pressure relief valve. Should either of the pumps fail, a check valve is provided in each end of the manifold to isolate the inoperative vacuum pump from the system.

The exhaust air side of each attitude gyro is connected to the vacuum manifold thus providing a smooth steady vacuum for the gyros. The vacuum pressure being applied to the gyros is constantly presented on the suction gage. On later 300 series airplanes, and 400 series airplanes, this gage also provides failure indicators for the left and right vacuum pumps (refer to Figure 1). These indicators are small red buttons located in the lower portion of the suction gage which are spring-loaded to the extended (failed) position. When normal vacuum is applied in the manifold, the failure buttons are pulled flush with the gage face. Should insufficient vacuum occur on either side, the respective red button will extend. The system will automatically isolate the failed vacuum source, allowing normal operation on the remaining operative vacuum pump. Maintenance should be performed to reinstate the failed vacuum source before initiating flight into instrument meteorological conditions (IMC).

The inlet air side of the attitude gyros are connected to a common vacuum air filter which cleans the ambient cabin air before allowing it to enter the gyros.

**VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES****PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT***** NOTE**

Suction gages on some earlier airplanes may not have failure indicator buttons, or a green arc on the face of the gage.

Figure 1. Typical Suction Gage with Failure Indicators

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT

VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES

SECTION 2 LIMITATIONS

There is no change to the airplane Limitations.

SECTION 3 EMERGENCY PROCEDURES

There is no change to the airplane Emergency Procedures.

SECTION 4 NORMAL PROCEDURES

Add the following Vacuum System Check to existing Engine Start and Shutdown procedures in the Normal Procedures Abbreviated Checklist and Amplified Normal Procedures of the Pilot's Operating Handbook or Owner's Manual.

NOTE

If the following procedures detect a defective vacuum system check valve, or failed vacuum pump, maintenance should be performed before initiating flight into instrument meteorological conditions (IMC).

(Continued Next Page)

VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT

SECTION 4 - NORMAL PROCEDURES (Continued)

NORMAL PROCEDURES ABBREVIATED CHECKLIST

STARTING ENGINES

Vacuum System - perform check per Amplified Normal Procedures.

SHUTDOWN

Vacuum System - perform check per Amplified Normal Procedures.

AMPLIFIED NORMAL PROCEDURES

AIRPLANES HAVING A SUCTION GAGE WITH FAILURE INDICATORS

STARTING ENGINES

AFTER FIRST ENGINE IS STARTED:

With throttle set at 1000 RPM or higher:

1. Suction Gage - CHECK (reading in green arc).
2. Check that the red vacuum failure button in the suction gage for that engine is flush with the gage face, prior to starting the opposite engine.
 - a. If failure button remains extended (not flush with gage face), a vacuum source failure has occurred.
 - b. If both failure buttons are flush with face of gage, a vacuum system check valve is defective.

(Continued Next Page)

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENTVACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES**AMPLIFIED NORMAL PROCEDURES (Continued)****AIRPLANES HAVING A SUCTION GAGE WITH FAILURE INDICATORS****STARTING ENGINES****AFTER SECOND ENGINE IS STARTED:**

With throttle set at 1000 RPM or higher:

1. Suction Gage - CHECK (reading in green arc).
2. Check that the red vacuum failure button in the suction gage for that engine is flush with the gage face.
 - a. If failure button remains extended (not flush with gage face), a vacuum source failure has occurred.

SHUTDOWN**ENGINES:**

1. Shut down engine that was started first.
 - a. The red vacuum failure button for that engine in the suction gage should extend.
 - b. If the failure button for the shutdown engine remains flush with the face of the gage, a vacuum system check valve is defective.
2. With throttle set at 1000 RPM or lower on the running engine, check that the red vacuum failure button in the suction gage for that engine is flush with the gage face.
 - a. If the red vacuum failure button for the running engine extended when the first engine was shutdown, a vacuum system check valve and/or pump is defective.

(Continued Next Page)

VACUUM SYSTEM CHECK
CESSNA 300 AND 400 SERIES

PILOT'S OPERATING HANDBOOK/
OWNER'S MANUAL SUPPLEMENT

AMPLIFIED NORMAL PROCEDURES (Continued)

AIRPLANES HAVING A SUCTION GAGE WITHOUT FAILURE INDICATORS

STARTING ENGINES

AFTER FIRST ENGINE IS STARTED:

With throttle set at 1000 RPM or higher:

1. Suction Gage - CHECK (reading in normal range).
 - a. A vacuum reading in the normal range indicates the vacuum pump for that engine is working properly.
 - b. No vacuum reading on the gage, or a reading outside the normal range, indicates a vacuum source failure or malfunction.

SHUTDOWN

ENGINES:

1. Shutdown engine that was started first.

With throttle set at 1000 RPM or higher on the running engine:

2. Suction Gage - CHECK (reading in normal range).
 - a. A vacuum reading in the normal range indicates the vacuum pump for that engine is working properly.
 - b. No vacuum reading on the gage, or a reading outside the normal range, indicates a vacuum source failure or malfunction.

SECTION 5 PERFORMANCE

There is no change to the airplane performance.

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
T337H-SP	1979	33701920
T337H-SP	1980	33701923 thru 33701927
T337H-SP	1980	33701951 thru 33701955
T337G	1973	P3370301 thru P3370148
T337G	1974	P3370149 thru P3370183
T337G	1975	P3370194 thru P3370195
T337G	1975	P3370187 thru P3370225
T337G		677
T337G	1976	P3370226 thru P3370257
T337G	1977	P3370258 thru P3370292
P337H	1978	P3370293 thru P3370318
P337H	1979	P3370319 thru P3370341
P337H	1979	P3370196
P337H	1980	P3370342 thru P3370356
P337		
340	1972	340-0001 thru 340-0115
340	1973	340-0151 thru 340-0260
340	1974	340-0301 thru 340-0370
340	1975	340-0501 thru 340-0555
340A	1976	340A0001 thru 340A0125
340A	1977	340A0201 thru 340A0375
340A	1978	340A0401 thru 340A0562
340A	1979	340A0601 thru 340A0801
340A	1980	340A0901 thru 340A1045
340A	1981	340A1201 thru 340A1280
340A	1982	340A1501 thru 340A1543
340A	1984	340A1801 thru 340A1817
401	1967/68	401-0001 thru 401-0322
401A	1969	401A0001 thru 401A0132
401B	1970/71	401B0001 thru 401B0121
401B	1972	401B0122 thru 401B0221
402	1967/68	402-0001 thru 402-0322
402A	1969	402A0001 thru 402A0129
402B	1970/1971	402B0001 thru 402B0122
402B	1972	402B0201 thru 402B0249
402B	1973	402B0301 thru 402B0455
402B	1974	402B0501 thru 402B0640
402B	1975	402B0801 thru 402B0935
402B	1976	402B1001 thru 402B1100
402B	1977	402B1201 thru 402B1250
402B	1978	402B1301 thru 402B1384
402C	1979	402C0001 thru 402C0125
402C		689
402C	1980	402C0201 thru 402C0355
402C	1981	402C0401 thru 402C0528
402C	1982	402C0601 thru 402C0653
402C	1984	402C0801 thru 402C0807
402C	1985	402C0808 thru 402C1020

<u>Model</u>	<u>Year</u>	<u>Serial Numbers</u>
404	1977	404-0001 thru 404-0136
404	1978	404-0201 thru 404-0246
404	1979	404-0401 thru 404-0460
404	1980	404-0601 thru 404-0695
404	1981	404-0801 thru 404-0859
411	1965/1966	411-0001 thru 411-0250
411A	1967/1968	411-0251 thru 411-0300
414	1970	414-0001 thru 414-0099
414	1971	414-0151 thru 414-0175
414	1972	414-0251 thru 414-0280
414	1973	414-0351 thru 414-0437
414	1974	414-0451 thru 414-0550
414	1975	414-0601 thru 414-0655
414	1976	414-0801 thru 414-0855
414	1977	414-0901 thru 414-0965
414A	1978	414A0001 thru 414A0121
414A	1979	414A0201 thru 414A0340
414A	1980	414A0401 thru 414A0536
414A	1981	414A0601 thru 414A0680
414A	1982	414A0801 thru 414A0858
414A	1984	414A1001 thru 414A1006
414A	1985	414A1007 thru 414A1212
421	1967/1968	421-0001 thru 421-0200
421A	1969	421A0001 thru 421A0158
421B	1970	421B0001 thru 421B0055
421B	1971	421B0101 thru 421B0147
421B	1972	421B0201 thru 421B0275
421B	1973	421B0301 thru 421B0486
421B	1974	421B0501 thru 421B0665
421B	1975	421B0801 thru 421B0970
421C	1976	421C0001 thru 421C0171
421C	1977	421C0201 thru 421C0350
421C	1978	421C0401 thru 421C0525
421C	1979	421C0601 thru 421C0715
421C	1980	421C0801 thru 421C0910
421C	1981	421C1001 thru 421C1115
421C	1982	421C1201 thru 421C1257
421C	1984	421C1401 thru 421C1413
421C	1985	421C1501 thru 421C1807
F337E/FT337E	1970	F33700001 thru F33700024
F337F/FT337F	1971	F33700025 thru F33700045
F337F/FT337F	1972	F33700046 thru F33700065
F337G	1973	F33700066 thru F33700083
F337G	1974	F33700084 thru F33700071
F337G	1975	F33700072 thru F33700076
F337G	1976	F33700077 thru F33700079
F337G	1977	F33700080 thru F33700084
F337H	1978	F33700085 thru F33700086
FTB337G	1974 thru 1983	FTB3370001 thru FTB3370062

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 11/21/2000

To: St. Louis

From: St. Louis

Evidence Response Team

Contact: SA [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 149A-SL-186162 (Pending)
308A-SL-177140

Title: Crash of Missouri Governor
Mel Carnahan's Aircraft;
Melvin E. Carnahan - Victim;
Roger Andrew "Randy" Carnahan - Victim;
Christopher Dale Sifford - Victim;
10/16/00
Destruction of Aircraft

Synopsis: ERTU provides freezer to store evidence from airplane crash.

Details: On November 20, 2000, SSA [REDACTED] Evidence Response Team Unit, authorized the local purchase of a freezer by the St. Louis office for the use of storing evidence classified as biological hazard.

On November 21, 2000, St. Louis Division received delivery from Lowes the following:

Brand	Frididaire
Type	Upright freezer
Color	White
Size	20 cubic feet
Serial	WB01031199
Model	MFU20F3GW

The freezer will be maintained in the Evidence Room of the St. Louis Office.

◆
326mlw01.ec

UNCLASSIFIED

BY SP

W 12-5-00

14A-SL-186162-60

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MP

RECORD OF INFORMATION FURNISHED OTHER AGENCIES

Orally _____ Written Communication 10/25/00
(date) (date)

Information concerning: (Include DRUG MATTERS here.)

CRASH OF MISSOURI GOVERNOR
MEL CARNAHAN'S AIRCRAFT;
Mel Carnahan - Victim;
Randy Carnahan - Victim;
Chris Sifford - Victim;
10/16/00;
Destruction of Aircraft

Information furnished from File, Serial, and Page Number: 149A-SL-186162

☒ On 10/25/00 a continuing disclosure was initiated with
(date)

FAA, NTSB, and MSHP and will be maintained until the
(agency)
conclusion of the investigation.

Information furnished to: USA, SLMO
FAA, SLMO
USSS, WDC - SLMO
ATF, SLMO

Remarks: NTSB

[illegible]

W 12-5-00

SA [REDACTED]
Employee Furnishing Information

1-66-F-SL-A184967-I

1-149B-SL-186162

MLW:mlw

(2)

298MLW03. OTH

149B-5L-186162-61

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M



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No.

149A-SL-186162
NTSB #CHI01MA011

St. Louis, Missouri 63177

October 24, 2000

Crash of Missouri Governor
Mel Carnahan's Aircraft;
Mel Carnahan - Victim;
Randy Carnahan - Victim;
Chris Sifford - Victim;
October 16, 2000
Destruction of Aircraft

DF

On Monday, October 16, 2000, at approximately 7:33 p.m. Central Daylight time, a Cessna 335 twin-engine airplane, N8354N, was destroyed when it crashed into the rough and heavily wooded terrain of Jefferson County, Missouri, approximately five miles northeast of Hillsboro, Missouri. The airplane was carrying Missouri Governor Mel Carnahan, his senior aid Chris Sifford and the Governor's son, Roger Andrew "Randy" Carnahan who was piloting the airplane. All three persons on board were fatally injured.

The flight was considered a business flight that departed from Parks Bi-State Airport, Cahokia, Illinois, on an Instrument Flight Rules (IFR) flight plan, and was en route to New Madrid, Missouri. At the time of the accident, the flight was being diverted to Jefferson City, Missouri due to poor weather conditions in the immediate area.

Residents in the area reported the downed aircraft to the Jefferson County Sheriff's Office. Search and rescue attempts were initiated by Jefferson County Sheriff's Office and Goldman Fire District. Locating the wreckage was difficult due to the heavy rain and difficult terrain. After locating the crash site, it became apparent that there were no survivors and any further searching was terminated until the morning of October 17, 2000.

5-Bureau 1-USSS, WDC 1-USA, SLMO 1-ATF, SLMO 1-FAA, SLMO
1-NTSB 2-St. Louis (149A-SL-186162) MLW:mlw (12)

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

298 MLW 02.0TH

149A-SL-186162-62

149A-SL-186162
NTSB #CHI01MA011

Jefferson County Sheriff Oliver "Glenn" Boyer notified the Missouri State Highway Patrol. Captain [REDACTED] Missouri State Highway Patrol requested the assistance of the St. Louis Office of the Federal Bureau of Investigation and their Evidence Response Team (SLERT). The National Transportation Safety Board (NTSB) and the Federal Aviation Administration (FAA) were notified and on the scene on the morning of Tuesday, October 17, 2000.

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, Jefferson County, Missouri representative of the St. Louis County Medical Examiner's Office (SCMEO), and NTSB. Data collected via MSHP Total Electronic Stations will be forwarded to the FBI Laboratory, Investigative and Prosecutive Graphics Unit for three dimensional reconstruction of the crash site. All physical elements collected from the scene are maintained in the custody of FAA, NTSB, SCMEO, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

FBI

TRANSMIT VIA:

☐ Teletype
☐ Facsimile
☒ AIRTEL

PRECEDENCE:

☐ Immediate
☐ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 12/1/00

To: Director, FBI

Attention:

Criminal Investigative Division

From: SAC, ST. LOUIS (149A-SL-186162)☐ CTS/Counterterrorism Section

☒ VCMOS/Violent Crimes and
 Major Offenders Section

Subject: CRASH OF MISSOURI GOVERNOR
 MEL CARNAHAN'S AIRCRAFT;
 Mel Carnahan - Victim;
 Randy Carnahan - Victim;
 Chris Sifford - Victim;
 10/16/2000
 Destruction of Aircraft

☒ DAMV☐ CAA☐ EID☐ Bomb Threats☐ AP☐ IWFC☐ CWAA☐ FI

Summary of Complaint:

On Monday, October 16, 2000, at approximately 7:33 p.m., Central Daylight Time, a small Cessna airplane carrying the Governor of Missouri, Mel Carnahan; his son Roger Andrew "Randy" Carnahan and political aid Chris Sifford crashed into a heavily wooded area in Jefferson County, Missouri. There were no survivors. An investigation was immediately initiated by the Jefferson County Sheriff's

INDICES: ☐ Negative ☐ See Summary

ACTION: UACB:

2 - Bureau

1 - Kansas City

2 - St. Louis

MLW:mlw

(5)

☐ No further action being taken and☐ LHM enclosed☐ FD-376 (Enc. to LHM)☒ LHM being submitted☐ Report being submitted☐ Preliminary investigation instituted☐ Limited investigation instituted☒ Investigation continuing☒ Copy to: ☒ USA☒ Secret Service☒ ATF☒ X

SLMO

WDC; SL

SLMO

FAA

NTSB

Approved: _____ Transmitted _____ Per _____
 (Number) (Time)

(ATTACHMENT C)

298 MLW 01.0TH

67 SL

12500

149A-SL-186162-63

160

Department (JCSO), Missouri State Highway Patrol (MSHP) and the Federal Bureau of Investigation (FBI). The National Transportation Safety Board (NTSB) and the Federal Aviation Administration (FAA) were notified and responded to the scene on the morning of October 17, 2000.

The FBI St. Louis Division Evidence Response Team (SLERT) and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, Jefferson County, Missouri representative of the St. Louis County Medical Examiner's Office (SCMEO), and NTSB. Data collected via MSHP Total Electronic Stations will be forwarded to the FBI laboratory, Investigative and Prosecutive Graphics Unit for three dimensional reconstruction of the crash site. All physical elements collected from the scene are maintained in the custody of FAA, NTSB, SCMEO, or the FBI.

Inasmuch as there has been no foul play detected to date, NTSB will remain the lead investigative agency.

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 12/05/2000

To: ~~St. Louis~~

From: St. Louis

Evidence Response Team

Contact: SA [REDACTED]

Approved By: [REDACTED]

b6
b7C

Drafted By: [REDACTED]

Case ID #: 149A-SL-186162 (Pending)

Title: Crash of Missouri Governor
Mel Carnahan's Aircraft;
Melvin E. Carnahan - Victim;
Roger Andrew "Randy" Carnahan - Victim;
Christopher Dale Sifford - Victim;
10/16/00
Destruction of Aircraft

Synopsis: Late Bulky Submission.

Details: The following attached items have been in the possession of SA [REDACTED] until a freezer could be acquired to maintain the evidence.

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◆
340mlw08.ec

BY SL *W 12-20-00*

149A-SL-186162-64



U.S. Department of Justice



Federal Bureau of Investigation

In Reply, Please Refer to
File No. 149A-SL-186162

P.O. Box 7251, Main Station
St. Louis, Missouri 63177
December 20, 2000

[Redacted]
Senior Air Safety Investigator
United States of America
National Transportation Safety Board
DuPage Airport
31W775 North Avenue,
West Chicago, IL 60185

b6
b7C

Re: Airplane Crash of
Governor Mel Carnahan
Jefferson County, MO
October 16, 2000

Dear [Redacted]

b6
b7C



In response to an October 16, 2000 request from the Missouri State Highway Patrol and the Sheriff of Jefferson County, Missouri, members of the Federal Bureau of Investigation's Evidence Response Team, St. Louis Division (SLERT), assisted in the search and recovery of Governor Mel Carnahan, Roger Andrew "Randy" Carnahan and Chris Sifford who were all fatally injured when their Cessna 335 twin-engine airplane crashed in Jefferson County, Missouri.

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, St. Louis County Medical Examiner's Office (SCMEO), and NTSB. All physical

- 1 - Addressee
① - 149A-SL-186162
MLW:mlw
(2)

RECEIVED: 12/20/00

BY: [Signature]

1-4-00

149A-SL-186162-66

AM

elements collected from the scene are being maintained in the custody of FAA, NTSB, SCMEQ, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

Being forwarded to you is one copy of all the photographs taken by the FBI to include the same on a set of photo compact disks (CDs). The FBI will retain one copy of the photographs, the negatives and CDs at the main office in St. Louis, Missouri.

Sincerely,

WILLIAM G. EUBANKS
Special Agent in Charge

By:

Supervisory Special Agent

b6
b7C

U.S. Department of Justice



Federal Bureau of Investigation

In Reply, Please Refer to
File No. 149A-SL-186162

P.O. Box 7251, Main Station
St. Louis, Missouri 63177
December 20, 2000

[Redacted]
Air Safety Investigator
Federal Aviation Administration
Office of Accident Investigation
FAA Headquarters, AAI-100
800 Independence Avenue, S.W.
Washington, D.C. 20591

b6
b7C

Re: Airplane Crash of
Governor Mel Carnahan
Jefferson County, MO
October 16, 2000

b6
b7C

Dear [Redacted]

In response to an October 16, 2000 request from the Missouri State Highway Patrol and the Sheriff of Jefferson County, Missouri, members of the Federal Bureau of Investigation's Evidence Response Team, St. Louis Division (SLERT), assisted in the search and recovery of Governor Mel Carnahan, Roger Andrew "Randy" Carnahan and Chris Sifford who were all fatally injured when their Cessna 335 twin-engine airplane crashed in Jefferson County, Missouri.

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, St. Louis County

- 1 - Addressee
① - 149A-SL-186162
MLW:mlw
(2)

149A-SL-186162-67
BY C. [Signature] 1-4-01

149A-SL-186162-67 [Signature]

Medical Examiner's Office (SCMEO), and NTSB. All physical elements collected from the scene are being maintained in the custody of FAA, NTSB, SCMEO, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

Being forwarded to you is one copy of all the photographs pertaining to the wreckage taken by the FBI.

Sincerely,

WILLIAM G. EUBANKS
Special Agent in Charge

By:

Supervisory Special Agent

b6
b7C

Items mailed:

Roll #1, Negative #8421, Photographer - RGM, frames 1 - 9
Roll #1, Negative #8411, Photographer - GLC, all frames
Roll #2, Negative #8412, Photographer - GLC, all frames
Roll #5, Negative #8441, Photographer - RGM, all frames (1-7)

U.S. Department of Justice



Federal Bureau of Investigation

In Reply, Please Refer to
File No. 149A-SL-186162

P.O. Box 7251, Main Station
St. Louis, Missouri 63177
December 20, 2000

355MLW52.0TH

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[Redacted]
Manager - Forensic Sciences
Diplomate of the ABMDI
United States of America
National Transportation Safety Board
Office of Family Affairs (FA-1)
490 L'Enfant Plaza East, S.W.
Washington, D.C. 20594-2000

Re: Airplane Crash of
Governor Mel Carnahan
Jefferson County, MO
October 16, 2000

X
m

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Dear [Redacted]

In response to an October 16, 2000 request from the Missouri State Highway Patrol and the Sheriff of Jefferson County, Missouri, members of the Federal Bureau of Investigation's Evidence Response Team, St. Louis Division (SLERT), assisted in the search and recovery of Governor Mel Carnahan, Roger Andrew "Randy" Carnahan and Chris Sifford who were all fatally injured when their Cessna 335 twin-engine airplane crashed in Jefferson County, Missouri.

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, St. Louis County

- 1 - Addressee
 - ① - 149A-SL-186162
- MLW:mlw
(2)

1-4-01
WFO

149A-SL-186162-68

AA

Medical Examiner's Office (SCMEO), and NTSB. All physical elements collected from the scene are being maintained in the custody of FAA, NTSB, SCMEO, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

Being forwarded to you is one copy of all the photographs taken by the FBI to include the same on a set of photo compact disks (CDs). The FBI will retain one copy of the photographs, the negatives and CDs at the main office in St. Louis, Missouri.

Sincerely,

WILLIAM G. EUBANKS
Special Agent in Charge

By:

Supervisory Special Agent

b6
b7C



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 149A-SL-186162

P.O. Box 7251, Main Station
St. Louis, Missouri 63177
December 20, 2000

[Redacted]
Air Safety Investigator
Cessna Aircraft Company
One Cessna Boulevard,
Wichita, Kansas 67215

b6
b7C

Re: Airplane Crash of
Governor Mel Carnahan
Jefferson County, MO
October 16, 2000

b6
b7C

Dear [Redacted]

In response to an October 16, 2000 request from the Missouri State Highway Patrol and the Sheriff of Jefferson County, Missouri, members of the Federal Bureau of Investigation's Evidence Response Team, St. Louis Division (SLERT), assisted in the search and recovery of Governor Mel Carnahan, Roger Andrew "Randy" Carnahan and Chris Sifford who were all fatally injured when their Cessna 335 twin-engine airplane crashed in Jefferson County, Missouri.

(X)
m

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, St. Louis County Medical Examiner's Office (SCMEO), and NTSB. All physical elements collected from the scene are being maintained in the

1 - Addressee
① - 149A-SL-186162
MLW:mlw
(2)

W 1-4-01
149A-SL-186162-69

149A-SL-186162-69

custody of FAA, NTSB, SCME0, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

Being forwarded to you is one copy of all the photographs pertaining to the wreckage taken by the FBI to include an aerial photograph.

Sincerely,

WILLIAM G. EUBANKS
Special Agent in Charge

By:

Supervisory Special Agent

b6
b7c

Items mailed:

Roll #1, Negative #8421, Photographer - RGM, frames 1 - 9
Roll #1, Negative #8411, Photographer - GLC, all frames
Roll #2, Negative #8412, Photographer - GLC, all frames
Roll #5, Negative #8441, Photographer - RGM, all frames (1-7)
and four 8 X 10 aerial photographs



U.S. Department of Justice

Federal Bureau of Investigation

In Reply, Please Refer to
File No. 149A-SL-186162

P.O. Box 7251, Main Station
St. Louis, Missouri 63177
December 20, 2000

[Redacted]
Aerospace Engineer, Structures
United States of America
National Transportation Safety Board
Office of Aviation Safety
Aviation Engineering Division (AS-40)
490 L'Enfant Plaza East, S.W.,
Washington, D.C. 20594-2000

b6
b7C

Re: Airplane Crash of
Governor Mel Carnahan
Jefferson County, MO
October 16, 2000

b6
b7C

Dear [Redacted]

In response to an October 16, 2000 request from the Missouri State Highway Patrol and the Sheriff of Jefferson County, Missouri, members of the Federal Bureau of Investigation's Evidence Response Team, St. Louis Division (SLERT), assisted in the search and recovery of Governor Mel Carnahan, Roger Andrew "Randy" Carnahan and Chris Sifford who were all fatally injured when their Cessna 335 twin-engine airplane crashed in Jefferson County, Missouri.

An initial survey of the site was conducted by NTSB, FAA, SLERT and the MSHP. SLERT and the MSHP Major Crash Investigation Teams electronically mapped all human remains, personal effects, engine and structural elements of the crash. SLERT provided photographic support. The recovery of the human remains and debris from the crash were a joint effort between local, state and federal law enforcement, St. Louis County

- 1 - Addressee
① - 149A-SL-186162
MLW:mlw
(2)

W 1-4-07

149A-SL-186162-70

AW

Medical Examiner's Office (SCMEO), and NTSB. All physical elements collected from the scene are being maintained in the custody of FAA, NTSB, SCMEO, or the FBI. Recovery of the crash began on Tuesday, October 17, 2000 and was completed on Monday, October 23, 2000.

Being forwarded to you is one copy of all the photographs pertaining to the wreckage taken by the FBI.

Sincerely,

WILLIAM G. EUBANKS
Special Agent in Charge

By:

Supervisory Special Agent

b6
b7c

Items mailed:

Roll #1, Negative #8421, Photographer - RGM, frames 1 - 9
Roll #1, Negative #8411, Photographer - GLC, all frames
Roll #2, Negative #8412, Photographer - GLC, all frames
Roll #5, Negative #8441, Photographer - RGM, all frames (1-7)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 01/29/2001

To: Laboratory

Attn: Investigative and Prosecutive
Graphics Unit
Attn: UC [redacted]

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From: St. Louis
Squad 7

Contact: SA [redacted]

mjh

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Approved By: [redacted]

Drafted By: [redacted]:mjh

Case ID #: 149A-SL-186162 (Pending)

Title: CRASH OF MISSOURI GOVERNOR MEL CARNAHAN'S AIRCRAFT;
MELVIN E. CARNAHAN - VICTIM;
ROGER ANDREW "RANDY" CARNAHAN - VICTIM;
CHRISTOPHER DALE SIFFORD - VICTIM;
10/16/00;
DESTRUCTION OF AIRCRAFT

Synopsis: St. Louis requests Laboratory Division assistance in compiling three dimensional computerized images of the crash scene in the captioned matter, including depictions of, topography, measured tree strikes, and human remains/aircraft positions.

Administrative: Re telcall from St. Louis SA [redacted] to Visual Information Specialist [redacted] during the week of 10/23/00.

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Package Copy: Forwarded under separate cover is one box containing the following items:

- 1) One (1) each 7.5 minute series topographic quadrangles (Belew Creek and Herculanum) depicting the crash site environs (marked with enlargement included);

029MJH02.EC

CVL
BY SL [initials] 1-31-01

149A-SL-186162-71 [signature]

To: Laboratory From: St. Louis
Re: 149A-SL-186162, 01/29/2001

2) Six (6) color maps generated from electronic total station (ets) readings for:

- a) body parts and remote elevations
- b) close-up of body parts distributions
- c) significant aircraft debris and remote elevations,
- d) remote elevations and tree strikes in relation to Old Lemay Ferry Road
- e) close-up of aircraft debris distributions
- f) close-up of tree strike elevations

3) One (1) compact disk (CD) containing three dimensional raw data re ets readings at crash site used to create above mentioned two dimensional representations;

4) One (1) copy each of respective hard copy printouts of three dimensional raw data readings contained on above mentioned CD;

5) Eight (8) CDs containing all photographic images taken of the crash scene by FBI-ERT, St. Louis and Springfield, including individual views of recovered human remains, tree strikes, and general activity. (Special Photographic Unit took additional aerial photographs with overlaid grid system). (St. Louis will forward copies of photographic log sheets corresponding to CDs and containing ets shot numbers corresponding to CD images and evidence logs.)

6) One (1) copy each of evidence logs maintained for collected items. When referenced, the item numbers correspond to ets readings. Separate logs were maintained for human remains, personal effects (not mapped via ets), and significant aircraft components.

7) One (1) copy of plan and profile diagrams depicting the type of aircraft involved in the crash (Cessna 335)

8) One (1) copy each of three (3) National Transportation Safety Board (NTSB) field reports containing details of the aircraft flight history and crash scene descriptions.

Details: For the information of the Laboratory, on the evening of 10/16/00, a Cessna aircraft (Cessna 335) containing the captioned victims crashed into heavily wooded and steep terrain south of St. Louis (details contained in enclosed NTSB reports).

To: Laboratory From: St. Louis
Re: 149A-SL-186162, 01/29/2001

Beginning 10/17/00 FBI-ERT St. Louis, with the assistance of Springfield ERT Photographer, assisted NTSB, Federal Aviation Administration (FAA), Missouri State Highway Patrol (MSHP), and Jefferson County Sheriff's Department (JCSD) investigators in processing the crash scene.

One aspect of the search and recovery protocol included the use of one, and then two, electronic total stations (ets) as provided and operated by MSHP Major Crash Investigation Team personnel. The primary operator and individual responsible for compiling and interpreting all ets data was [REDACTED] (contact information mentioned below). The ets equipment was used in recording the following elements of the scene:

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- 1) remote elevations and position of the crash scene in relation to permanent landmarks such as marked roads;
- 2) the position and orientation of an arbitrary grid system originally established over the scene;
- 3) the position of all recognizable human remains;
- 4) the position of significant (as determined by FAA) aircraft debris;
- 5) tree strikes, or the broken tops of trees created as the aircraft entered the heavily wooded area.
- 6) The position and dimensions of the main crash crater and smaller, distant craters created from propelled debris.

Although MSHP ets equipment recorded positions in three dimensions, the agency's software is not capable of generating three dimensional images. In as much as such views would be valuable to investigators in reconstructing the last moments of the crash event, St. Louis requests IPGU assistance in creating three dimensional representations based on the MSHP ets readings. Additionally, and if possible, St. Louis requests that generated diagrams also include the capability of highlighting, or depicting, photographic images corresponding to key items.

[REDACTED] is aware of this request to IPGU and will be available to answer any questions regarding the ets data and collection procedures. [REDACTED] may be reached at:

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To: Laboratory From: St. Louis
Re: 149A-SL-186162, 01/29/2001

Missouri State Highway Patrol
Major Crash Investigation Team
Wentzville, Missouri Office

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b7C

636-639-1878 (fax)
573-526-6118 (MSHP Field Operations Bureau)

To: Laboratory From: St. Louis
Re: 149A-SL-186162, 01/29/2001

LEAD(s):

Set Lead 1:

LABORATORY

AT WASHINGTON, DC

Investigative and Prosecutive Graphics Unit is requested to examine and attempt three-dimensional imaging of data provided, as described above. Upon receipt of this communication, IPGU should contact St. Louis for any additional information (SA [redacted] or SA [redacted])
[redacted]

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b7C

CC: ERT Team Leader SA [redacted]

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 02/05/2001

To: Laboratory

Attn: Investigative and Prosecutive
Graphics Unit

Attn: UC [redacted]

b6
b7C

From: ~~St. Louis~~

Squad 7

Contact: SA [redacted]

mjh

Approved By: [redacted]

b6
b7C

Drafted By: [redacted]

mjh

Case ID #: 149A-SL-186162 (Pending)

Title: CRASH OF MISSOURI GOVERNOR MEL CARNAHAN'S AIRCRAFT;
MELVIN E. CARNAHAN - VICTIM;
ROGER ANDREW "RANDY" CARNAHAN - VICTIM;
CHRISTOPHER DALE SIFFORD - VICTIM;
10/16/00;
DESTRUCTION OF AIRCRAFT

Synopsis: Additional information provided the Investigative and Prosecutive Graphics Unit (IPGU) re referenced lead.

Reference: 149A-SL-186162 Serial 71

Enclosure(s): Enclosed for IPGU are two copies of a combined inventory showing the relationship between FBI Evidence Item Numbers, electronic total station (ets) shot numbers, FBI-ERT photographic roll/frame numbers, and item descriptions.

Details: As mentioned in the referenced lead, St. Louis provides the abovementioned inventory as the most accurate and complete listing of items as recorded by ets protocol and/or by grid sector. St. Louis requests the information be used to enhance any three and two dimensional images prepared by IPGU.

149A-SL-186162-72

CLASSIFICATION

CVS

W 2-6-01

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To: Laboratory From: St. Louis
Re: 149A-SL-186162, 02/05/2001

LEAD(s):

Set Lead 1:

LABORATORY

AT WASHINGTON, DC

The Investigative and Prosecutive Graphics Unit is requested, if possible, to incorporate the enclosed information so that any two dimensional or three dimensional images include the following capabilities:

- 1) All ets evidence item shots should include a description of the part as contained in the itemization when clicked on or enlarged for detail.
- 2) ets evidence item shots, of particular importance, (those highlighted and asterisked on the enclosed list), should display photographic images of the items when clicked on or enlarged and printed for detail.

CC: SA (ERT Team Leader)

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b7C

(Mount Clipping in Space Below)

Section/Page: C-5
(Indicate page, name of
newspaper, city and state.)
St. Louis Post Dispatch
St. Louis, MO.
Date: 12/22/2000
Edition: 5 STAR

Title:

Character:

or

Classification:

Submitting Office:

ST. LOUIS

Indexing:

RO FRIDAY, DECEMBER 22, 2000

.. C5

Carnahan family sues 5 firms over plane crash

THE ASSOCIATED PRESS

JEFFERSON CITY — The family of the late Gov. Mel Carnahan sued five companies Thursday for their alleged role in the crash Oct. 16 that killed Carnahan, his son and an aide.

The family filed two suits in Jackson County Circuit Court against Cessna Aircraft Co., Textron Inc., Parker Hannifin Corp., Sigma Tek Inc. and Aeroelite Inc. The suits claim that faulty equipment led to the crash of the twin-engine Cessna 335.

Tony Wyche, a spokesman for the governor's widow, Jean Carnahan, said she would not comment about the suits, which seek unspecified actual and punitive damages.

Mel Carnahan, who was running for the U.S. Senate, was flying to a campaign event in stormy weather

when the plane went down about 25 miles south of St. Louis. The crash killed Carnahan; his oldest son, Roger, who was the pilot; and a longtime aide, Chris Sifford.

Wyche said Sifford's family is not involved in the suit.

A spokeswoman for Cessna declined to comment on the case to the Kansas City Star. Textron, based in Rhode Island, is the parent company of Cessna, with headquarters in Wichita, Kan.

Cheryl Flohr, a spokeswoman from Parker Hannifin, said, "We have no information that our products were involved in this incident in any way." Parker Hannifin has a division that made equipment the suit claims figured in the crash.

Officials from Sigma Tek, the maker of the plane's gyroscopic flight instruments, and Aeroelite Inc., the company that serviced the

plane, could not be reached for comment Thursday.

Alleging negligence and liability, each suit claims the cause of the crash was a failed vacuum pump and manifold system made by Airborne Air and Fuel Products, a division of Parker Hannifin. The system helps control the plane's directional gyroscope, which tells pilots which direction the plane is flying, and the artificial horizon, which helps maintain level flight.

The suits claim the vacuum pump and manifold system were the subject of three manufacturers' service bulletins that warned pilots parts of the system could fail.

The National Transportation Safety Board has said that, minutes before the crash, Roger Carnahan told air traffic controllers that he was having problems with the plane's artificial horizon.

149A-186162-

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FBI/DOJ